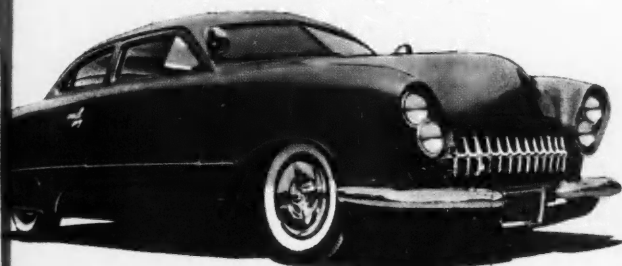


CAR CRAFT

BONUS—NATIONAL CUSTOM CAR SHOW PICTORIAL

JANUARY 1961 25c

Vol. 8 #9



How-To: Pontiac Taillights For Chevs



NEW ENGLAND
SHOW-TRUCK

MRA DETROIT RAG RACES

Complete Report—
National Winners



BIG BOYS AT BONNEVILLE

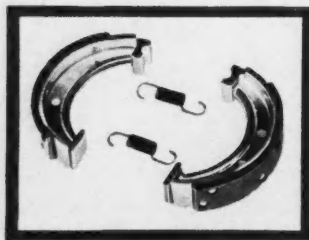
Thompson, Campbell,
Arfons...World's
Speed Record Attempts!

For the man a kart is the racing sports car in miniature he always wanted to own. For the woman it is the chance to experience driving thrills in a new sport where (because of lighter weight) she is often superior to the adult male kart driver. To children driving a kart is perhaps the greatest single thrill they will ever know because karting duplicates every big car condition in miniature; skids, slides and all types of control situations that few adult drivers ever get the chance to experience. To the teen-ager, racing a kart is a fine "safety valve" because he will get the sensation and mental stimulus of great speed but without the danger. He will be a much more skillful and safer big car driver because of it. Karting has become the world's No. 1 motorized family fun sport because when Kart driving is confined to backyards, kart tracks or off-street driving it is as safe as golf or roller skating.

For Safe Spine Tingling Thrills Nothing Compares with Karting in a **SIMPLEX**



Simplex has eight fixed and live axle Kart models from which to choose and each is a masterpiece of mechanical integrity. Simplex is first in Kart sales in the United States because the Simplex Kart represents the greatest dollar value of any Kart in America. Prices for a ready to drive Simplex start at only \$189.00. Simplex prices are the same all over the United States because no matter where you live Simplex prepays the freight on every model. Send for our Free Literature and the name of your nearest dealer.



No other Kart offers the combination of top quality features found in Simplex. Two shoe automotive internal expanding brakes which provide ten square inches of braking surface on each brake, splined axle, the finest chassis in the industry, bushings that requires no greasing plus the superior "Trophy Winning" handling characteristics of the Simplex are just a few of the quality features offered as Standard equipment.

SIMPLEX MANUFACTURING CORP.

Dept. CC • 540 N. Carrollton Ave., New Orleans 19, La.

**WE HAVE THE BEST DEALER PLAN IN THE INDUSTRY AND DEALER INQUIRIES ARE INVITED.
FOR COMPLETE INFORMATION ON OPENING A KART RENTAL TRACK, WRITE SIMPLEX.**

y
n-
re
e,
e-
,"
w
t.
.
X.

ORDER BY MAIL



HONEST

NEW ITEMS

ORDER BY MAIL

HONEST KIBITZER

LAUGHABLE CREATURES From Out Of This World

Made For Auto Mirrors - They'll Stay Anywhere In A Variety Of Fantastic Positions.

MODEL 420 Moon Man
MODEL 421 Big Eye
MODEL 422 Vampire Man

EACH \$1.50

We Pay Postage

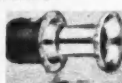
NEW LOW PRICE

MAKE WHITEWALLS OUT OF BLACKWALLS
13" - 14"
15" - 16"
Give Wheel Size
BEST QUALITY



\$3.95 Set of 4
HONEST No. 9
We Pay Postage

REMEMBER



AHOooooGA HORN

NEW CHROMED

Order 6 Volt or 12 Volt

\$9.95

HONEST No. 13

You Pay Postage

1960 MONEY SAVER CATALOG

TRANS-DART #1 Edition

REV 1960 PRICE 10-C

25% OFF

WE SHIP TO: ALL 48 STATES AND ALL FOREIGN COUNTRIES

OUR CATALOGS ARE COMPLETELY STANDARD EQUIPMENT WITH DETAILED AND ALL OTHERS THE MOST COMPLETE STOCK OF

FREE COUPON

IN BACK PAGE OF THIS CATALOG

ALL 48 STATES - 25% OFF - 25% OFF - 25% OFF

WE WILL REPAIR SPEED MECHANISMS IN 24 HOURS OR LESS

OR TAKE YOUR CATALOG

Honest Charley Speed Shop Inc.

1000 S. BAYVIEW - CHATTANOOGA, TENN. 37404

CATALOG COUPON

SEND 25c TO COVER MAILING AND HANDLING, FOR NEW 1960 SURPRISE MONEY SAVER CATALOG. 70 % BIGGER AND BETTER THAN EVER. EACH CATALOG CONTAINS \$1.00 FREE CERTIFICATE. NEXT ISSUE SENT FREE.

12-60

NAME

ADDRESS

CITY

STATE

ZONE

HONEST LAKE PLUGS FOR ALL CARS AT A THINKING MAN'S PRICE

Now Available in Spiral Chrome or Smooth 18 Gauge Chrome Steel. We Slashed The Price. On These. Equal In Quality To Sets Costing As Much As 65.00.



HONEST SPIRAL TYPE



HONEST SMOOOOOTH TYPE

Triple Chrome Plated 18 Gauge Steel Tubing
Direct Exhaust Escape with plates removed boosts power for competition running.
Packed in pairs, kits are complete with blocking plates, gaskets, chrome hangers, and all fasteners.

HONEST Nos. FOR SPIRAL TYPE

HP285 Complete 28" Kit for both sides ... \$ 9.95

HP565 Complete 56" Kit for both sides ... 21.95

HP875 Complete 87" Kit for both sides ... 29.95

HONEST Nos. FOR SMOOOOOTH TYPE

HP28 - 28" Kit for both sides ... \$ 9.95

HP56 - 56" Kit for both sides ... 21.95

HP87 - 87" Kit for both sides ... 29.95

YOU PAY POSTAGE

"CHROME DOME" OIL BREATHING CAP



Fits:
Buick - 1953-55
Cadillac - 1937-60
Chevrolet V-8 - 1955-60
Chrysler - 1937-60
De Soto - 1937-60
Dodge - 1937-60
Ford - 1949-60
Lincoln - 1954-60
Mercury - 1949-60
Oldsmobile - 1949-60
Plymouth - 1937-60
Pontiac - 1937-54
Studebaker - 1955-60

No. H-10 Each \$1.95

We Pay Postage



EXHAUST CUT OUT DASH CONTROL

\$2.95 Postpaid
HONEST No. 5

CHROME WIRE LOOMS
Mount on Valve Cover Head or Manifold Bolt
Stops Spark Arcing Between Wires



No. LR loom, red grommets

No. LW loom, white grommets

Pair \$1.95

No. LBL loom, Blue grommets

No. LBK loom, Black grommets

We Pay Postage



EERIE
Voo-Do
GEAR
SHIFT
KNOB
For Ford
Big Chances
Woods
RED
EYES
EACH

Honest No.

H-3

\$1.95

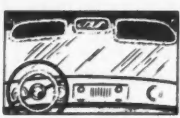
We Pay Postage

FUZZY WUZZA FUZZA CRAZE

The latest craze from California

FUZZY CAR MUFFS

Made of Oh so soft fluffy, Angora Type Fur For Mirror - Sunvisor - Horn Ring and Car Plaques.



No. FCM-201 For Visor and Horn Ring.
Fits Most Cars

Each \$1.25

No. FCM-202 For All Standard Size Car Plaques.

Each \$1.00

No. FMM-36 Fits all Standard Size Mirrors

Each \$1.00

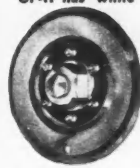
No. F220136 Special Interior Kit includes 2 Visor Muffs and 1 Mirror Muff. Each Kit \$3.00

We Pay Postage On All Muffs

The New

CHROMED OPEN WHEEL LOOK

GP-I has red center ring background
GP-II has white center ring background



GP-I

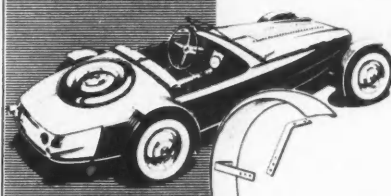


GP-II

GP-I-13 fits 13" wheels
GP-I-14 fits 14" wheels
GP-I-15 fits 15" wheels
GP-II-13 fits 13" wheels
GP-II-14 fits 14" wheels
GP-II-15 fits 15" wheels

EACH \$9.95

HOT ROD FENDERS



For roadsters, Cycles trailers, etc. Meets state laws. 20 gauge steel, sturdy, durable. Prime coat, with brackets.

HRF - 100

Pair 12.00 9.95 6.95



CORVAIR
HONEST
DUAL
EXHAUST
GLAS-PAC
MUFFLER

COMPLETE
KIT 19.95

DUALS, GO FASTER, FARTHER, SMOOTHER
Eliminates (Crossover Pipe). Easily installed.

Kit Includes matched mufflers.
(Choice of Glass or Steel Packed)

With Chrome Tips and welded on brackets, 2 clamps, two gaskets, notching template, easy instructions.

SEND 25% DEPOSIT ON C.O.D.'s. NO C.O.D. FOR LESS THAN \$3.00. ALL ITEMS MARKED PREPAID MUST BE PAID IN ADVANCE.

Enclosed is \$..... for payment in full (or deposit of 25% if C.O.D.)

All items marked prepaid must be paid in advance.

NAME

MY CAR IS A ... YEAR ... MODEL ... BODY ...

ADDRESS

CITY ... Zone ... STATE ... 12-60

Quantity Stock No. Description Price

Box CC 1904
Chattanooga, Tenn.

HONEST CHARLEY SPEED SHOP INC.

THIS CHRISTMAS GIVE A MAN'S GIFT . . .
 . . . A YEAR'S SUBSCRIPTION OF CAR CRAFT



First gift subscription **\$3** Each additional subscription **\$2**

CAR CRAFT MAGAZINE 5959 Hollywood Blvd., Los Angeles 28, Calif.

Enclosed is my payment of \$_____ for one full year subscription at \$3

and _____ full year gifts at \$2 each. ☐ cash ☐ check ☐ money order

Send 1 year gift of CAR CRAFT to: NAME _____ (please print)

☐ NEW ADDRESS _____

☐ EXTENDED CITY _____ ZONE _____ STATE _____

sign gift card "from _____"

Send 1 year gift of CAR CRAFT to: NAME _____ (please print)

☐ NEW ADDRESS _____

☐ EXTENDED CITY _____ ZONE _____ STATE _____

sign gift card "from _____"

CAR

Robert E. Petersen — Publisher

Lee O. Ryan — General Manager

EDITOR

Dick Day

MANAGING EDITOR

Don Evans

ASSOCIATE EDITORS

Jim Gilbert

Bud Lang

EDITORIAL DESIGN

Art Smith

EDITORIAL PRODUCTION

Yvonne Hull

Marie Donnell

ADVERTISING MANAGER

Larry Hester

ADVERTISING PRODUCTION

Bob Goto

PHOTOGRAPHERS

Bob D'Olive

Al Palacy

Pat Brallier

Randy Holt

TECHNICAL EDITORS

Don Francisco

John Geraghty

CONTRIBUTING EDITORS

Bob Hardee

Frank Faraone

George Barris

Woody Higgins

John Eddy

Bob Hegge

Pete Sukalac

PETERSEN PUBLISHING COMPANY
 ADVERTISING OFFICES

California
 5959 Hollywood Blvd., Los Angeles 28
 155 Montgomery St., Room 210, San Francisco 4

Michigan
 3337 Book Bldg., Detroit 26

Illinois
 360 N. Michigan Ave., Chicago 1

Ohio
 602 Investment Bldg., Cleveland 14

New York
 17 E. 48th St., New York 17

Missouri
 915 Olive St., Room 939, St. Louis 1

Car Craft, U. S. Copyright 1960 by Petersen Publishing Company, 5959 Hollywood Boulevard, Los Angeles 28, California. Second class postage paid at Los Angeles, California and at additional mailing offices. Subscription rates: U. S. Possessions, Canada — 1 year \$3.00, 2 years \$5.00, 25¢ per copy. Overseas — 1 year \$4.00, 2 years \$7.00. Give three weeks' notice for change of address. Contributing material should be mailed to 5959 Hollywood Boulevard, Los Angeles 28, California. All contributions must be accompanied by return postage. Petersen Publishing assumes no responsibility for loss or damage thereto.

CAR CRAFT

CRAFT



Volume 8
Published Monthly
Number 9

Wally Parks—Editorial Director
Al Isaacs—Art Director

Al Benedict—Advertising Director
Herb Metcalf—Circulation Director

features

- 14 **CHOPPED FAVORITE**
Tom Gibbons' Ford has received that modern touch with a torch
- 16 **THE BIG SHOW**
Custom rod pickup snares top honors at 2nd Championship Show
- 22 **THE BIG GO**
32 records fall at annual meeting of the tops in drag racing
- 28 **AERIAL ACT**
High fi-luttin' ideas for the here-to-now lowly antenna
- 30 **HIGH, WIDE AND HANDSOME**
'15 Ford Model T carries Martin Hollmann in grandeur style
- 32 **RESTYLING... from mild to wild**
The brand new '61 Plymouth Fury gets the Pelly/Hubbach look
- 36 **PLYMOUTH WITH PERSONALITY**
Unique changes add up to trophies for Gordon Stefans' Plymouth
- 38 **BIG BOYS AT BONNEVILLE**
In the race against time, it runs out for those aimed for the top
- 44 **A CHEV FOR SHOW**
Different is the adjective for this early Chevy coupe custom
- 46 **HERE'S HOW:**
The Pontiac Bonneville taillights are naturals for Chevys
- 48 **SHOWY SHOP HAULER**
Doubling in duty is this GMC showcar and body shop transporter

departments

- | | |
|-------------------|--------------------------------|
| 8 LETTERS | 50 ¼ — ½ MIDGET BULLETIN BOARD |
| 10 CC SHOPS | 54 WHAT'S YOUR PROBLEM? |
| 56 CUSTOM QUERIES | |

cover

Three of our featured cars, a '15 Ford, a Ford custom and a GMC pickup share the honored spotlight as cover cars for the first issue of a great new year. Full information is found on pages 14, 30 and 48.

— Photos by Bill Rolland, John Eddy and Bob Hegge

DON'T MISS A SHIFT . . . Enjoy

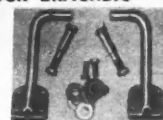


POSITIVE SHIFTING
Using "H" pattern—install in one hour—Instructions furnished. Conversion kits available for most transmissions. **\$21.95** for most cars

TUBULAR SHOCK BRACKETS

For Model A to 1948 Fords. Gives late model ride. Easy to install.

Front:
\$10.95 set (black)
\$14.95 set (chrome)
Rear:
\$8.95 set (black)
\$9.95 set (chrome)



Instructions included.

UNIVERSAL BRAKE & CLUTCH



This pedal kit fits ALL cars. Easy installation. Bolts onto firewall. Unit comes less master cylinder.

\$10.95 set (black)
\$11.95 set (chrome)

SPLIT WISHBONE BRACKETS

To install OHV engines on '29-'48 Fords, you must split wish bone. Now it can be done the easy way. Instructions included.

Price **\$10.95** pair.



LOWERING SPINDLES



Maintains stock ride — Does not change steering or suspension geometry. Better handling due to lower center of gravity.

Send 10c for literature on ALL Speed Equipment.

SERVICE CENTER 15729 S. Atlantic Ave.
Dept. CC Compton, Calif.

**STARTING YOU
ON SOME
HOBBY
FUN
YOU'LL ALWAYS ENJOY!**



- | | |
|----------------------------------|------------------------------|
| ★ birth of a hobby | ★ rolling stock A-Z |
| ★ titans to tinys | ★ civil war—old timers |
| ★ end of an era | ★ pikes peak |
| ★ the forward look . . . diesels | ★ realistic operation |
| ★ horsecars to interurbans | ★ photos and special effects |

75¢ at your newsstand **NOW!**

CC-161

CLUB JACKETS

SPECIFICALLY DESIGNED FOR CAR CLUBS

Many models and dozens of color combinations.

Styling, lettering, and emblems are finest in the nation.

Prices include all lettering and emblems. \$7.00 to \$25.00 in club lots of 6 or more.

FREE LITERATURE.

SEND 25¢ TODAY For complete catalog on Emblems, Jackets, Decals, Plaques, Novelties—including information on how to start your club.

**T-SHIRTS • EMBLEMS
PLAQUES • JACKETS
DECALS • FLAGS
CHENILLE NOVELTIES
TROPHIES • EMBROIDERY**



Stylized EMBLEM COMPANY

1072-C NORTH WILTON PLACE
HOLLYWOOD 36, CALIFORNIA

NOW! 1/4 MIDGET PARTS by

Offenhauser
EQUIPMENT CORP.

5150 ALHAMBRA AVE. L A 32, CALIF.

SEND FOR LITERATURE—10¢

PUTT-NIK

Go Kart® Bug

GO-BOY STEEN C




EASTERN HEADQUARTERS

Hundreds of Parts and Karts listed in our Big Catalog. All the latest items for Kart and 1/4 Midget Racing. Wheels, axles, helmets, gas tanks, engines, carburetors, slicks, frames, steering parts, stuffers, Steen C, steering wheels, etc. Send \$1.00 today for catalog!

CALIFORNIA SPEED & SPORT

295-A Jersey Ave., New Brunswick, N.J.

SPEAKING



of the editor

ONE OF THE MOST coveted awards presented at the National Custom Car Show each year is the Custom Body Shop Achievement Award. Professional customizers from coast to coast compete each year with either an individual entry or one that is entered under customer ownership representative of the custom body shop's creativeness and workmanship. With this award goes the prestige, the glamour and self satisfaction placing the recipient at the top of his profession—mainly that of building truly outstanding cars. Winner of the 1960 Achievement Award is the elated gentleman pictured above—George Barris. A deserving award indeed, for as all of us know the Barris Kustom trademark can be credited to many of the country's finest customized automobiles over the past fifteen years. George's talent from drawing board to torch and metal has filled many pages of leading national automotive magazines and books with many of his ideas being adopted by others in the profession as standard customizing habits, styling and design. His entry in this year's national exhibition was his experimental XPAK 400 Air Car of the future that literally stopped the show with its high winding twin electric powerplant demonstrations. Naturally, we find ourselves very proud of George's achievement for he has been a member of our staff team since the very first issue. And once again we express our sincerest congratulations. The XPAK 400 will be featured in our March issue as soon as it returns from its current U.S. tour of top auto shows.

the pages of CAR CRAFT Magazine has been a selection aptly titled the '10 BEST CUSTOMS'. CC readers eagerly responded and anxiously awaited this annual report regarding the country's ten most outstanding custom built cars. Two years ago this selective feature was lifted from the pages of CAR CRAFT and transposed to the cover and content of our companion magazine CUSTOM CARS. Only recently this magazine and title was terminated and now—the '10 BEST' returns home. And with it a new identity of prestige and national recognition. Next month CAR CRAFT will make its selection of the country's ten most beautiful custom cars. To each of the ten car owners of the 1960 presentation will go a beautifully designed car plaque, dash plaque and a one year free subscription to the magazine. Watch for the '10 BEST' next month.

* * *

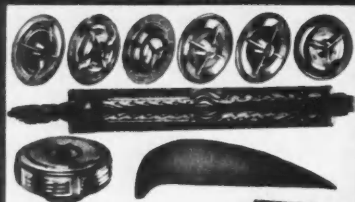
Putting the cap on this year's twelve months of drags, show and Bonneville action are on-the-spot reports from the National Hot Rod Association's 'Big Go' and 'Big Show' combined event at Detroit, and Don Francisco's final coverage of the World's Fastest Speed Trials from Utah's famed salt flats. The automotive industry and its many specialty interests of speed and beauty symbolize progress. This year's new champions and achievements will be traded for new faces and ingenuity in the year to come. The ranks of the young hot rodder and custom car builders will share in this advance toward perfection. But that's next year—and to wrap up a year of appreciation from this desk at CAR CRAFT—here's wishing you all a very Merry Christmas and a Happy New Year.

— Dick Day

One of the highlights of the custom car field in past years featured within

NEW BI-RITE CATALOG FEATURES LOW PRICES

ON HUB CAPS • GRILLES • FENDER
SKIRTS • TOOLS • CARB AIRCLEANERS
and other accessories



*Dealers request wholesale catalog.

FREE catalog explains our
profit-sharing program. Send
25¢ cash for handling...
refunded on first order.

BI-RITE AUTO SPECIALTY
5506 W NORTH DEPT. 22 CHICAGO 38, ILL.

BUY DIRECT SAVE UP TO 1/2

FREE

DON'T BUY TILL YOU SEE OUR
NEW CATALOG

New Lowest Prices on
50,000 Items

Shows latest Road Car, Custom,
Rat, Drag, and Racing Parts —
Superchargers, Injectors, Cams,
Manifolds, Exhausts, Ignitions,
Swapping Kits, Chrome "Doll-Up"
Accessories, etc. ALL FAMOUS
DIAMOND plus new exclusive items
available only thru Alquist.

USE OUR NO INTEREST
TIME PAYMENT PLAN
TRADE DISCOUNTS TO
GARAGES & GAS STATIONS

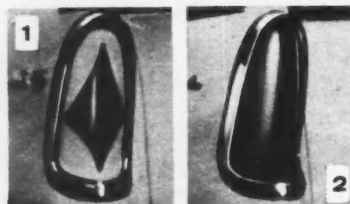
MAIL NOW FOR NEW CATALOG
ALQUIST ENGINEERING DEPT. CCC-1
MILFORD, PA.

I enclose 25¢ to cover mailing and handling. *Refund on first order.

NAME _____
ADDRESS _____
CITY _____ ZONE _____ STATE _____

CUSTOM TAIL LIGHT LENSES

BY THE CRAFTSMEN OF LEE PLASTICS



'56 CHEVY REPLACEMENT LENSES—

1. Diamond design. Easy to install. No body
changes. No need to move gas tank nozzle.
Directions with lens. Price \$19.95 per pair. 2. Plain
red plastic model. Price \$12.95 per pair. Lenses
available for most of the popular cars. Send 25¢
for pictures, information and prices. All lenses
postpaid if full price accompanies order. C.O.D.,
send 25% with order.

LEE PLASTICS

16632 PLYMOUTH ROAD, DETROIT 4, MICHIGAN

LETTERS

FEMININE FORD

Dear Sir:

I am hoping that my '58 Ford will
rate a place in your magazine. My
car is lowered two inches in the rear,
a Custom Full Tubular grille now
replaces the stock grille and bumper
guards. I have removed the stock



taillight rims and put on chrome
rims with matching chrome piece
that extends onto trunk lid. I had it
painted special after I bought my
car. It is now a rich Torch Red and
black. Added rocker panel, two
spots, skirts, '59 Dodge Lancers on
the front and '58 T-Bird hubs on the
back.



I also removed the gold side trim
spear and in its place I put a sheet
of highly polished stainless steel.

I enjoy working on my car very
much and have just completed
making my own taillights. I made
them out of '58 Lincoln components.

— Miss Viola Meyers
Feasterville, Pa.

"YES, THERE ARE OTHER MODEL CAR SHOWS"

Dear Sir:

I was just reading through your
October issue of CAR CRAFT and
noticed one of your reader's letters
concerning a model car show. I
thought you might be interested to
know that there has been at least
one other car show of this type.

We held a model car show for the
city carriers on July 21 and 22. We
had a little over 30 cars entered with
some beautiful displays. Five trophies
were given to the five top
winners.

I've been a steady reader of your
fine magazine for quite some time,
and I believe it's tops on the market.
Keep up the fine work.

— Frank Brott
Grand Island, Neb.

Dear Sir:

In regard to your article on the
"Model Car Show", I would like to
convert the "Gear Grinders".

The "Royal Customs" of Zanes-
ville have had two shows in the past
year and are planning one to be held
in about a month, also the Detroit
Model Club has had several shows
that I know of.

In the "Royal Customs" show there
were about forty (40) cars entered
and eight prizes given. We would
like to hear more of the "Gear Grinders"
and other model clubs.

We all think your magazine is
great and hope it stays that way.

— Deke Miedel, Pres.
Royal Customs
Zanesville, Ohio

We're trying. — Ed.

Dear Sir:

While glancing through your great
magazine I noticed the article about
the model car show. The members
of the Gear Grinders said to their
knowledge it was the only one of its
kind.

Well being a member of the Shift-
ers Auto Club I wanted to tell you
about the auto show we had this past
summer. It was a regular auto show,
but as a part of it we held a model
car show with trophies. I hope this
letter rates space in your mag.

— Ron Albrecht
Staunton, Ill.

Dear Sir:

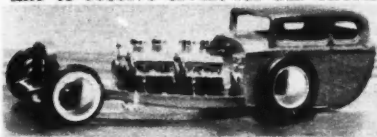
I just bought the October issue of
CAR CRAFT. It had a model contest.
We had a great big public Model
Auto show. It was held at a toy store
in Santa Rosa. We had about 75 to
100 cars. All kind of cars that are
made. So it was not the only one.

— Mike Dalce
Santa Rosa, Calif.

Dear Sir:

I am writing in reference to a let-

ter in your October 1960 issue. In this letter Bart Wallace claimed to have had the only model car show ever held. We Southerners would like to receive credit for our efforts.



We had our first model car show well over a year ago, with over 65 cars entered. Just recently we completed our second show, with over 135 cars entered. We have hit upon what we think is the best classification and judging scheme for a show of this nature. The entrants are divided into 3 age groups; from 0 to 11 yrs., 12 to 15 yrs; and 16 and over, with rods having just as much chance to win as customs. The reason for such grouping is to give the younger boys a better chance by competing with boys near their own age. We awarded trophies for 1st place and other prizes for 2nd and 3rd.



I am very sorry to say that I did not have any photographs of the show that turned out, but I am sure I will have some of our 3rd show in the near future.

Since I did not have pictures of the show, I am sending some pictures of 2 of my models. These two cars, along with several others, were entered in both the Birmingham Auto-Rama and the Huntsville, Ala. Coachmens Car Show. I did not place in the Birmingham show, but I won first place in Huntsville. The little "T" truck was copied after the truck Tommy Ivo once owned. The dragster received its inspiration from several Bantam bodied dragsters.

If anybody would be interested in sending an entry to our next car show, please write for information.

We are hoping CAR CRAFT will cover a Deep South Car Show in the future, but at least give us Southerners credit for having one of the first, if not the first, strictly model car show.

— Lewis W. Capps, Jr.
c/o Capps Hardware
Jasper, Alabama

BEST FOR RACERS, RENTAL CARTS, AND ANY OTHER JOB THAT'S EXTRA TOUGH

...CONTINENTAL RED SEAL

DEPENDABLE 4-STROKE POWER

AND HERE'S WHY:

MORE POWER

Every Red Seal actually delivers output in excess of its rated capacity.

LONGER LIFE

Rugged cast iron construction outlasts die-castings, many times over; 4-stroke cycle cuts RPM for greater durability, too.

AND
**FAR SIMPLER
SERVICE**

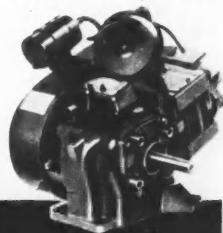
Patented, exclusive Contex external ignition system, mounted on top of crankcase, is instantly accessible under dust-proof snap-on cap. No need to pull flywheel to clean or adjust points.

CONTEX SEALS OUT DUST, TOO . . . REDUCES NEED FOR SERVICE

Dust and grit that work their way into flywheel-housed ignition systems of ordinary engines, impairing ignition and necessitating frequent cleaning, is effectively sealed OUT of Contex. This is of obvious importance in racing use.



It all boils down to this: Experience of users in fields where demands are extra exacting, or conditions extra severe, shows that the tougher the assignment, the more you need RED SEAL Power.



Continental Motors Corporation

AIR-COOLED INDUSTRIAL ENGINE DIVISION

12800 KERCHEVAL AVENUE • DETROIT 15, MICHIGAN

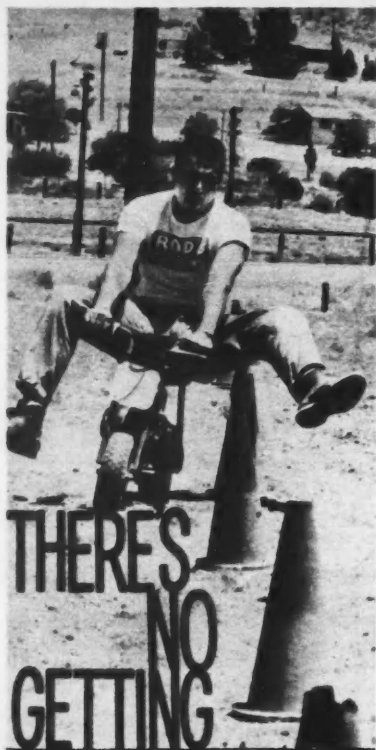


MOTOR LIFE MEANS ACTION!

Check these special features in the big
January issue of **MOTOR LIFE**

- Championship Trail—Sacramento 100-Miler
- Riverside Grand Prix for Sport Cars
- ROAD TESTS: Plymouth Fury, Buick Invicta and Buick Special, 1961 Volkswagen, Hillman Minx, Toyopet Tiara

at your newsstand **December 20th**



THERE'S NO
GETTING
AROUND IT..

..the
best buy
is STILL

ROD &
Custom

**CLIP AND MAIL
THIS COUPON**

18 ISSUES NOW \$3.00

rod & custom

CC-161

5959 hollywood blvd.

hollywood 28, california

enclosed is \$3.00 for 18 months

name

address

city

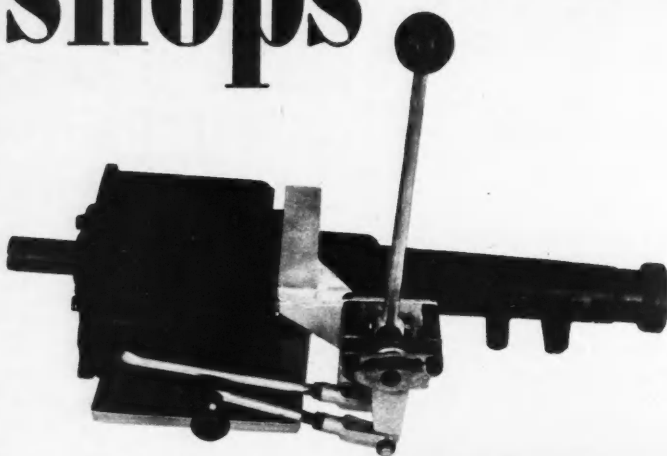
state

10

CC shops

FALCON FLOOR SHIFT

For both the '60 and '61 models with standard trans. Rugged, heavy-duty spring-loaded floor shift; Tornado Conversion kit. \$34.95 with lever, knob. Lee's Speed Shop, Dept. CC, 1143 E. 14th St., Oakland 6, Calif.



HELLWIG HELPER SPRING

For all popular makes with leaf spring rear suspension. Prevents spring wrap-up, stabilizes overloading, beefs for normal loads. \$16.95. Hellwig Products Co. Inc., Dept. CC, 6231 San Fernando Road, Glendale, California.



DJA CLEANER

Cleans, shines, protects stainless steel. Gives a satin-smooth finish that resists waterspotting according to manufacturer. \$2.75 qt. D. J. Alexander Corp., Department CC, 2944 E. Venango St., Philadelphia 34, Pa.



"SPATS"

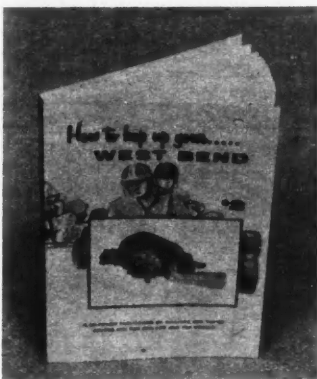
New idea for black wall tires. Gives appearance of white walls and wheel cover. Pure white natural rubber and nickel stainless steel. Easily mounted to wheels. \$18. Aske-Wood Inc., Dept. CC, 1617 Fisher Building, Detroit 2, Michigan for information.

with
duty
made
ever,
CC,
lif.



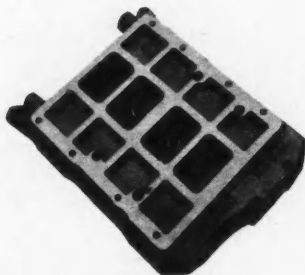
BELL "SHORTY"

Premium quality design with energy-absorbing liner as in 500TX. Leather neck harness, nylon strap. 6¾ to 7¾. \$35. With visor \$36.50. Can be used with snap-on, flip-up shield. Bell Auto Parts, Dept. CC, 3633 Gage Avenue, Bell, California for info.



HOP UP BOOK

Covers 510, 580, 645, 700 and 750 models of West Bend kart engines. Liberally illustrated for added instruction. \$2. Go-Power, Dept. CC, Main PO Box 613, Palo Alto, Calif.



SUPERCHARGER MANIFOLD

Exclusively for full race Oldsmobile engines from '49-'60. Either 4:71 or 6:71 GMC blowers. Two pop-offs. \$89.50. Weiland Power & Racing Equipment, Dept. CC, 2733 San Fernando Road, Los Angeles 65, Calif.

JANUARY, 1961

NOW! YOU can DESIGN your own trim
...quickly
easily...with

Plastic CHROME

COMBINES THE BEAUTY OF CHROME, THE
FLEXIBILITY OF TOUGH MYLAR PLASTIC.

This is the hottest thing the customizer has ever had in the way of trim molding. It gives his ideas complete freedom, does away with old pre-shaped rigid strips. The tough mylar practically molds itself to any contour, curves easily to almost any shape. Looks and feels like chrome or stainless steel. Used anywhere you'd use chrome—side panels, doors, dashboards, wheel wells.

The ½-inch width is just right for any setup. Yet, a wider effect can be had by using two strips together. Comes in one long 50-foot piece. Cuts easily with a razor or sharp knife. No holes to drill! Bonds to the surface of your car with cement supplied.

Get your Plastic-Chrome today and design your trim the way you want it.

DEALER INQUIRIES INVITED!



FLEX-TRIM, BOX 93, WHITESTONE 57, N.Y.

Please send Plastic-chrome kit as soon as possible. I intend to style my car:

☐ inside ☐ outside ☐ both

Be sure to specify use. I enclose full payment, check or money order, for \$19.95, postpaid.

NAME _____

ADDRESS _____

CITY _____ ZONE _____ STATE _____

NO, Johnny, not the telephone book...
the **STEEN** catalog...
it's the **BIG** one!



STEEN's catalog of kart parts and accessories for 1961 has a full ONE HUNDRED PAGES crammed with goodies and vital information every kart enthusiast will want for ready reference. Tuning tips, charts, latest rules and specs., track layouts, etc. Price for the BIG 8½x11" 1961 STEEN catalog is just \$1.00



STEEN'S

19 E. VALLEY BLVD., ALHAMBRA 42, CALIFORNIA



CLUB JACKETS

Your club designs made to order on

Send **25¢** for WHOLESALE catalog to
• TEE SHIRTS
• CAR PLAQUES
• SWEATSHIRTS
• EMBLEMS etc.

KARL SMITH TEXTILE PRINTING
P. O. BOX 11-111-H
St. Petersburg, Florida

EMBLEMS — CAR PLAQUES



HERE IT IS!

Our NEW catalog loaded with equipment designed for competition — Marine — Highway use.

Send 25¢ for yours TODAY!!

POWER & RACING EQUIPMENT

2733 San Fernando Road
Dept. CC, Los Angeles 65, Calif.

**BUY DIRECT!
SAVE OVER HALF!**

EAGLE by BIRD engineering

Meets all specifications of the AKMA, GK CA, and the USKA.

Here it is! The Fantabulous EAGLE by Bird engineering! Engineered and designed to give you the utmost in handling and comfort, the EAGLE is unmatched in value by anyone!



only
\$169⁹⁵

with Clinton A-490

**Engine options
as follows:**

With Single Clinton A-490	\$169.95
With Dual Clinton A-490's	209.95
With Single West Bend 700	199.95
With Dual West Bend 700's	279.95
With Single MC-10	249.95
With Dual MC-10's	349.95

- TWIN-DRIVE axle!
- DUAL-DISC brakes!
- Fully Upholstered!
- Fully Painted!

Orders are 50% down
and balance C.O.D.

**Order
Direct
And
SAVE!**

BIRD engineering, 206 South 19th St., Omaha, Nebr.

- Please send my colored brochures (I enclose 25c for postage and handling) ☐
 Rush my HAWK kit (I enclose \$99.95) ☐
 Rush my assembled HAWK (I enclose \$129.95) ☐
 Rush my assembled EAGLE (I enclose \$169.95 with Clinton A-490) ☐

Name
 Address
 City State

B-CC-5



1,001 CUSTOMIZING IDEAS YOU CAN USE NOW!

If you're looking for a sparkling report on home customizing . . . and how it's done, you won't want to miss this great new Trend Book, boasting page after page of the complete how, what and whys of customizing . . . the most exciting new material ever compiled in one great volume. Get it at your newsstand or use this coupon and order direct.

MAIL THIS COUPON TODAY!

TREND BOOKS

5050 Hollywood Blvd., Los Angeles 28, Calif.

CC-161

TB-187

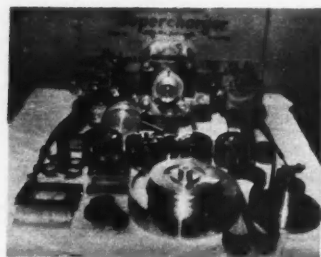
Enclosed is 85¢ (covers mail and handling charges);
 Send me CUSTOM CARS 1961 ANNUAL

NAME
 ADDRESS
 CITY ZONE STATE

75¢

AT YOUR
NEWSSTAND
NOW!

CC shops



LATHAM BLOWER

This is the complete Axial Flow Supercharger kit that is available for most OHV engines. Complete info, charts, reports, prices . . . \$1 from Latham Mfg. Co., Dept. CC, PO Box 165R, West Palm Beach, Florida.



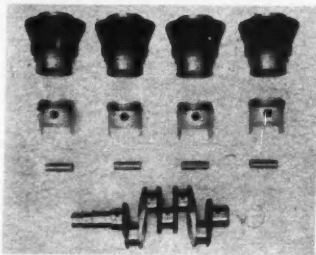
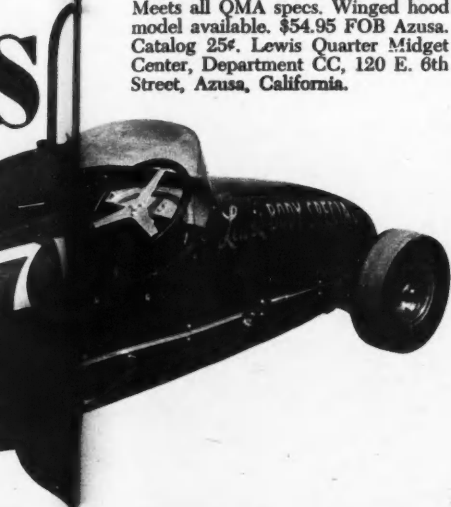
GAP SETTER

New tool that reduces time for setting distributor point gap by 3/4. Eliminates engine rotation, removal of distributor, etc. \$4.95. Herbrand Division, Department CC, Gingham-Herbrand Corp., Fremont, Ohio.

CAR CRAFT

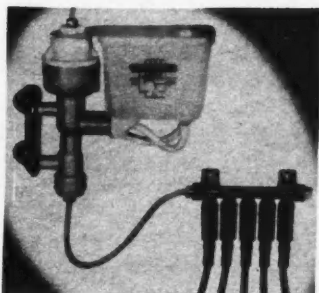
QM BODIES

Superlight fiberglass competition body. Complete with seat and pan. Meets all QMA specs. Winged hood model available. \$54.95 FOB Azusa. Catalog 25¢. Lewis Quarter Midget Center, Department CC, 120 E. 6th Street, Azusa, California.



VW STROKER KIT

Got a VW? Want it to go? Install this stroker crank kit to increase your mill to 1400CC. Complete for \$227.50. Write: European Motor Products, Inc., PO Box 668, Dept. CC, Riverside, Calif., for X300 kit.

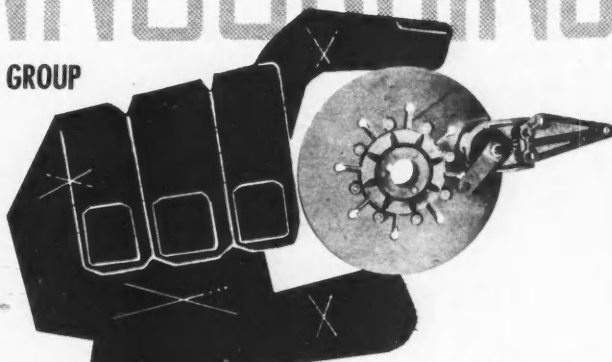


AUTOMATIC LUBING

An automatic lubrication system for all automobiles. On the market after two years' truck fleet testing. From \$24 to \$40. Write for info: Walker Mfg. Co., Dept. CC, Racine, Wis.

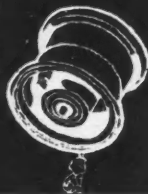
ANNOUNCING

A NEW SELECT GROUP OF KART ACCESSORIES.



Have you been looking for a select group of accessories that will meet the safety standards of today's karting? If so, Hands Engineering for the first time is introducing a complete line of accessories that have been engineered and tested to exacting specifications as have their ever increasingly popular aluminum and magnesium wheels. Enjoy the satisfaction of ordering from our unlimited supply of wheels and accessories. Immediate delivery available on all items.

HANDS



Write for complete descriptive literature
Dealer and Distributor inquiries invited

4159 Whiteside St., CC-1 L. A. 63, Calif. AM 1-4101

Championship Thrills with a Peanut Budget



Championship Thrills with a Peanut Budget . . . are yours with the popular Go Kart Greenhorn Enduro or Go Kart Scrambler Cycle. Use it for transportation, racing, fun, cow-trailing, anything . . . anytime.

Now available with your choice of Candy Apple Racing Team Red or Candy Apple Thunderbolt Blue Baker Hi-Gloss Finish. Greenhorn Enduro (Clinton A-400) is only \$119, the charging Scrambler (West Bend #580) only \$149 . . . both ready for fuel and fun.

See your Go Kart Dealer or write for free information.

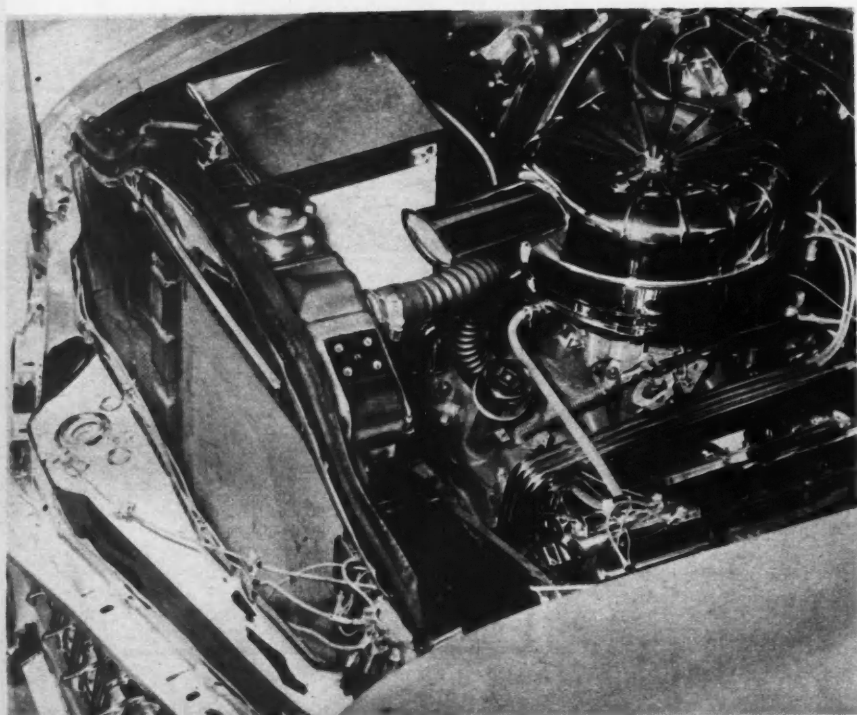
Go Kart Manufacturing Co., Inc.

6441 IRWINDALE ROAD, AZUSA, CALIFORNIA



Tom Gibbons' Ford
has the modern touch added

CHOPPED FAVORITE



Left. Engine compartment in Gibbons' Ford is filled with a much chromed '56 Chev V-8, chromed air cleaner, heater ducts, etc. Car was purchased nearly finished, took four years to complete.



The sparkling '49 Ford Tudor at left belongs to Tom Gibbons of Morris, Illinois. Painted an Orchid lacquer, the thoughtfully restyled sedan features the metalwork of Jim Galvin.

Canted quad headlights are backed up with chromed mesh, set into extended fenders. Bumpers front and rear are from a '56 Pontiac, fitted to special molded-in gravel guards.



Photos by Bob Hegge



Interior is the handiwork of owner Tom Gibbons; black and white pleated Naugahyde covered seats by TuDanz. Rugs are white shag, dash has been covered with Naugahyde, padded for safety.

Low silhouette results from cut coils and blocks up front, four-inch blocks and de-arched springs at rear. Top has also been chopped 6 inches at rear, 5½ inches front. Trophies are Tom's reward for his first three shows upon completing car.



Edsel station wagon blinkers frenched into remolded fenders. Rear grille sports mesh and knobs. Side trim originated on his Ford and a DeSoto. Spotlights, Lancer hubcaps have been added for finishing touch. Front wheel openings are '57 Olds.



the 'BIG SHOW'

Custom Rod-Pickup
Tops America's
Most Dazzling
Show-Cars As
New 1960 National
Show Champion

By Dick Day

THE NATIONAL CUSTOM Car Show staged by the National Hot Rod Association is best described as—*showcase for the world's most beautiful custom cars.*

Sharing Labor Day honors with NHRA's National 'Big Go' Drag Races, this year's second annual 'Big Show' event treated some thirty thousand enthusiastic spectators to a rod and custom city on wheels within the spacious confines of Detroit's new Artillery Armory. One hundred and fifty entries from all corners of the U.S. and Canada bore evidence to the clever fineries and craftsmanship of championship show-car stock and car club displays that occupied bay after bay of the Armory's colorful showroom floor.

From the purist of mild customs, the wildest built rods, the radically restyled special custom cars and experimentals—this year's National Custom Car Show proved once and for all that if rod and custom builders are to compete for national show-car honors they will find them awarded on the floor of this most exciting automotive exhibition.

Spectators found that a single tour of the floor was not enough to see all that was on hand as each thirty foot aisle rolled out a new and beautiful *avenue of champions*. Special show-cars, those driven less than one thousand miles, had awed spectators at a standstill with their creative metalwork, styling and accentuating displays. Contrasting this division were the candy colored customs, sparkling street rods, vintage pickups, full dressed Caminos and Rancheros, sports customs, motorcycles, karts, and the fantastic experimentals. Cars of the future such as those displayed by Jim Skonzakes, the

Golden Sahara II, and George Barris' XPAK 400 Air-Car continually augmented the show's exciting atmosphere with their remote, electronically controlled exhibitions. Club booths, individual car displays, cars and more cars was the overall theme.

Revolving on a turn table front row, center, was the national Grand Sweepstakes Award—a flashing Fire Engine Red 1960 Ford Sunliner convertible sponsored by the AMT Corporation, naturally being eyed not only by spectators but very eager participants as well. The scene of a Barnum and Bailey big top had nothing on the action and fanfare of this national championship event.

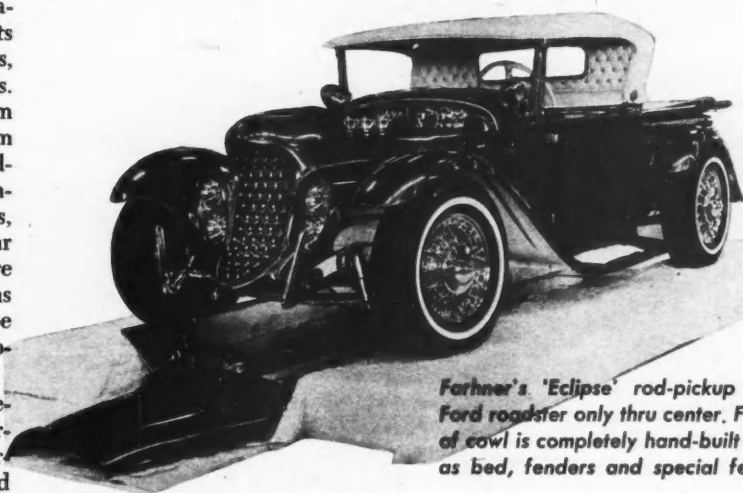
As the National Drag Races built to a furor some twenty miles away nearing their ultimate 'Mr. Eliminator' run-off after scorching Detroit Dragway's quarter mile macadam for five days—the atmosphere inside the Detroit Armory also progressed to a like high pitch of tension. Near trophy time show participants, four days before strangers, were now involved in passing along congratulatory well wishes to fellow contestants who they had interpreted as class, divisional and sweepstakes winners. But with all automotive custom shows the final vote emanates from a panel of qualified judges. Needless to say, the national judging committee, ten men of related industries, automotive stylists, specialists, car builders and publication experts were treated to one of the most tedious tasks of scoring what could well be considered the finest specialty automotive creativeness yet displayed.

Closing evening found trophy ceremonies playing to a full house. Participants and spectators alike surrounded the presentation stage and some forty-three glittering awards anxiously awaiting the crowning of new national champions for the coming year. As the ceremonies progressed thru the class awards, division trophies and special categories the audience took on a certain tensi-ty, with everyone waiting for that really big one—*The National Grand Sweepstakes Award!*

The announcement came as guest, Mr. West Gallogly, president of the AMT Corporation, stepped to the microphone and called off the name of the new 1960 National Show Champion and winner—*Ray Farhner of Independence, Missouri*. His beau-



Cloud nine would best describe Ray Farhner's sentiments shortly after winning National Show Championship and '60 Ford Sunliner. Perched on hood is award.



Farhner's 'Eclipse' rod-pickup is '32 Ford roadster only thru center. Forward of cowl is completely hand-built as well as bed, fenders and special features.

tiful hand-built '32 Ford roadster pickup had checked out with a perfect score. Named the 'Eclipse' by the talented Missouri custom body proprietor, the Moon Glow pearlescent deuce is a real show veteran of regional auto shows and has seen the winner's circle more than once regarding *Best in Show* and *Sweepstakes Awards* within its locale. Some forty-five hundred man hours had been spent on the car in creating its sculptured contours.

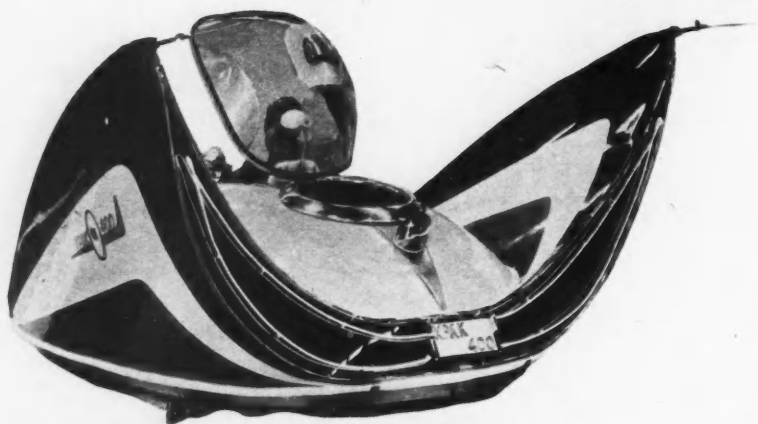
Now that the 1960 Nationals are history—show-car enthusiasts are di-

recting their attention to next year's bigger and better National Custom Car Show. A conversation overheard at the close of the show exemplifies the sportsmanship expressed by participants. A contestant confronted the judges regarding just where his car lost points in the scoring. Once the judges thoroughly explained they asked the young loser why he wished to know. He quickly replied that he didn't want to make the same mistake twice for he was going home and immediately commence preparing the car for next year!

the 'BIG SHOW'



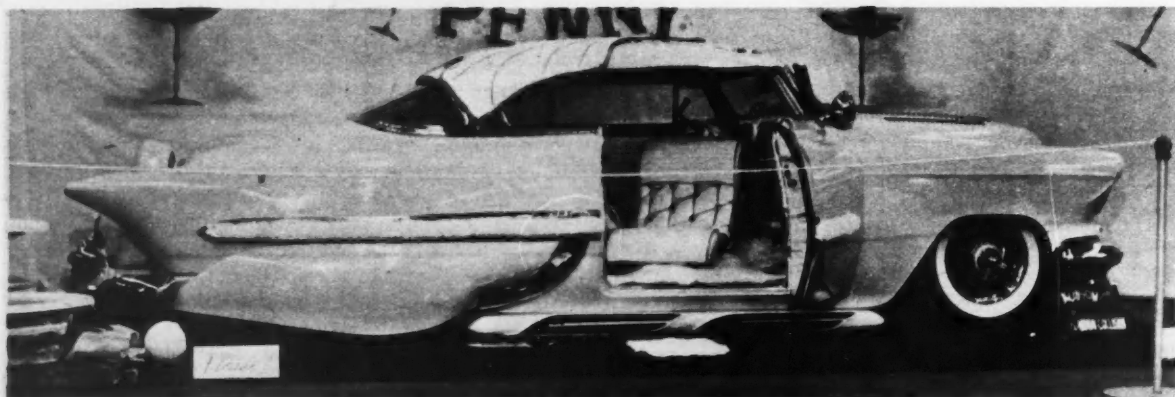
Photos by D'Oltivo, Brolier

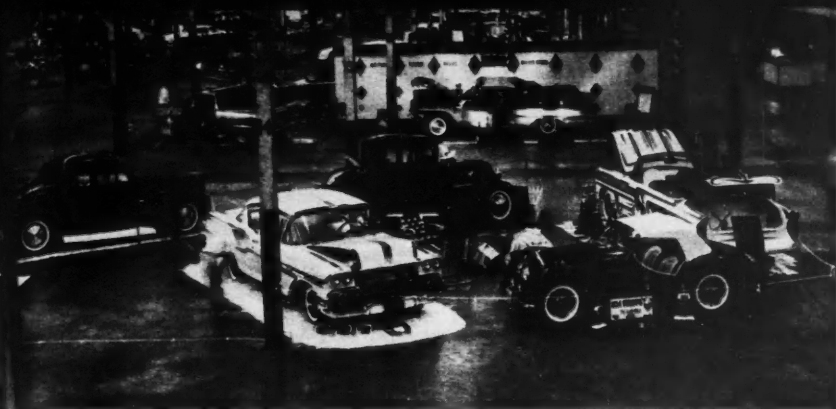


George Barris stopped the show with his new and exciting XPAK 400 experimental air car. Won experimental class and Body Shop Achievement Award for craftsmanship. The car will soon be featured in an issue of Car Craft magazine.



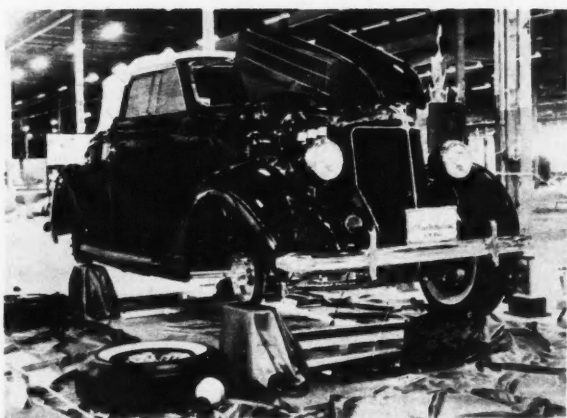
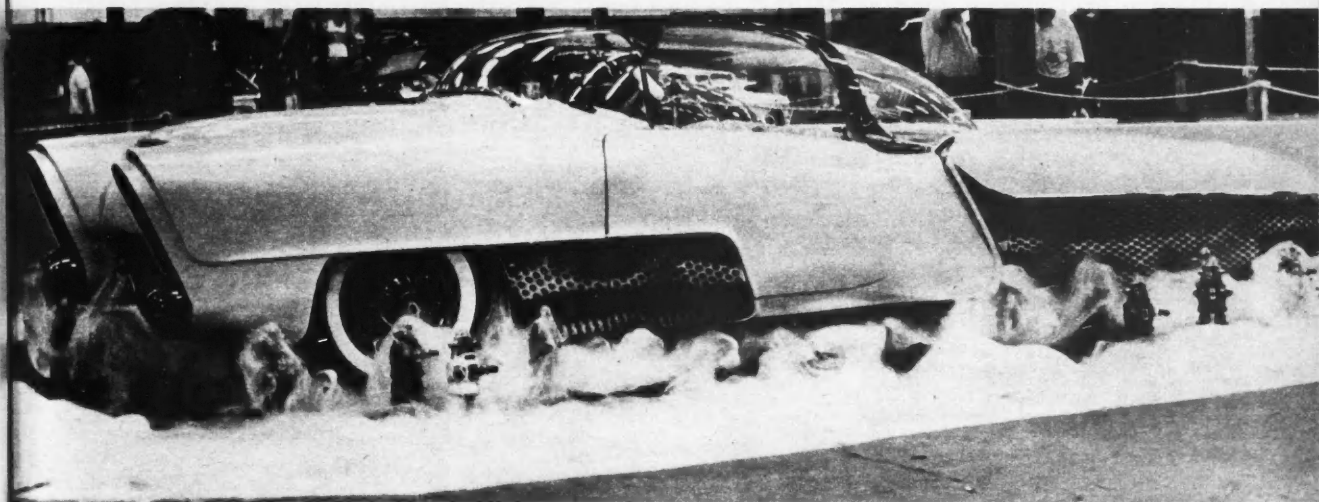
Tom Leichty's once '54 Chevrolet won Full Custom class and Best Interior award which can be seen at left. Chopped hard-top featured some of the most elaborate and creative custom work.



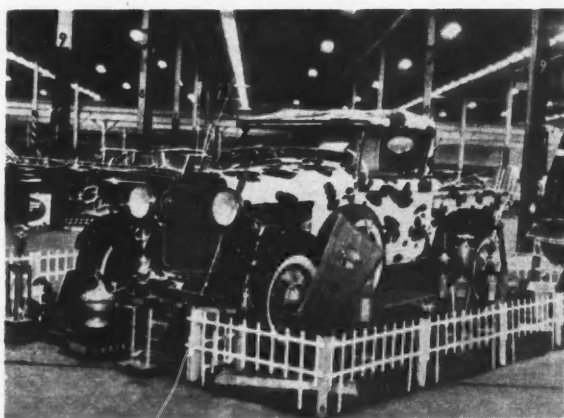


Establishing itself as showcase for the 'world's most beautiful custom cars' the second annual NHRA National Custom Car Show played to a full house of thirty thousand spectators for its four day run. Off hours shot illustrates bay after bay of finest built rods/customs.

Best Custom Award went to Jim Skonzakes and his 'Car of the Future' Golden Sahara II. Completely electronically controlled, Jim's demonstrations of the Sahara proved highlight of this show.



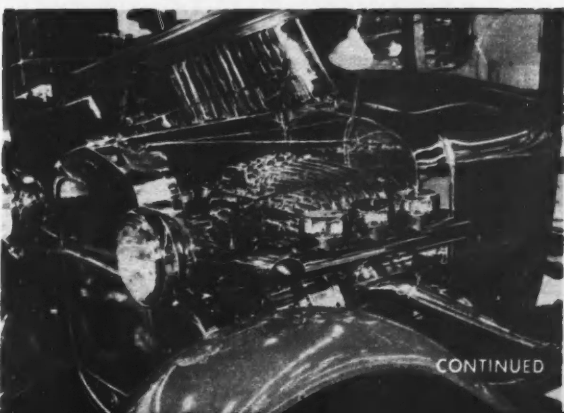
'36 Fords don't come nicer than this Jet Black jewel owned and built by Bill Zahora. Ragtop won Custom Rod class.



Walt Pasternack's 'Comanche' featured unusual application of upholstery both inside and out; took 2nd place Show Rod.

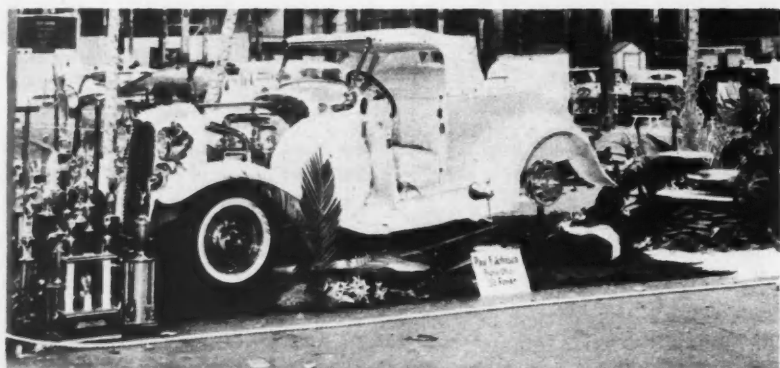
Underneath all the reflection of beautiful chrome work here lies an engine. Howard Mitchell naturally won Best Engine.

JANUARY, 1961



CONTINUED

the 'BIG SHOW'



It's easy to see Paul Johnson's Special Show-Rod is an auto show veteran. Pearl '32 Ford roadster has all the trimmings at any angle. The deuce won third place.



A combination of fur trees, colorful drapes, and three beautiful street rods won Best Club Display for the Toronto Modified Kar Klub of Canada. Colorful showroom atmosphere was made up of many such club booths seen at show.

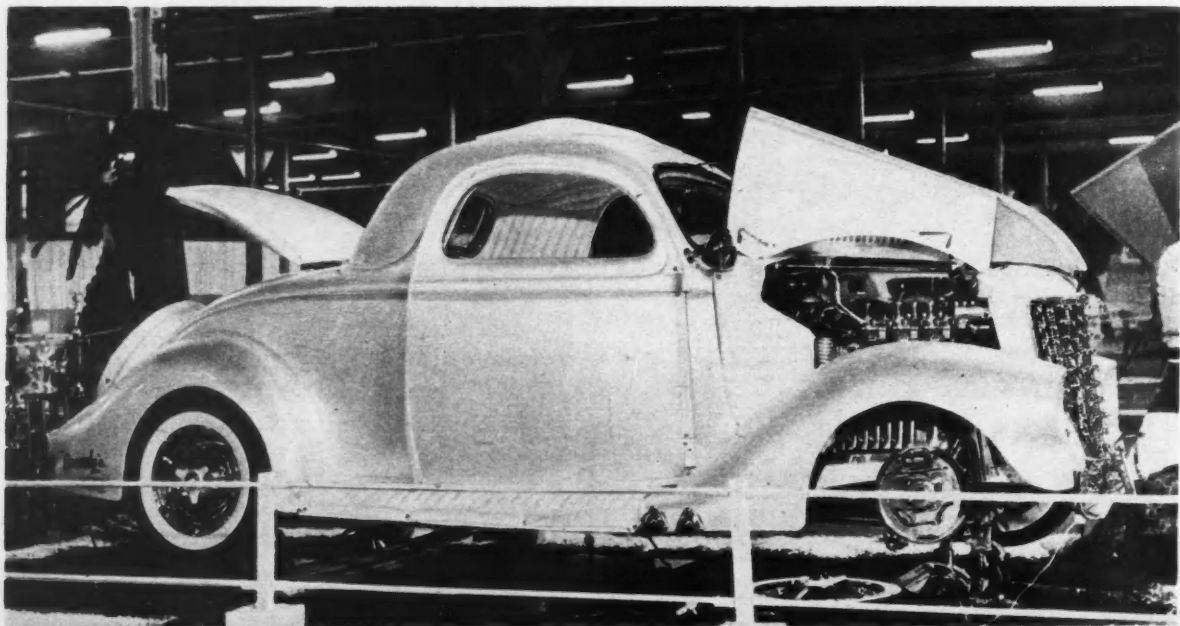


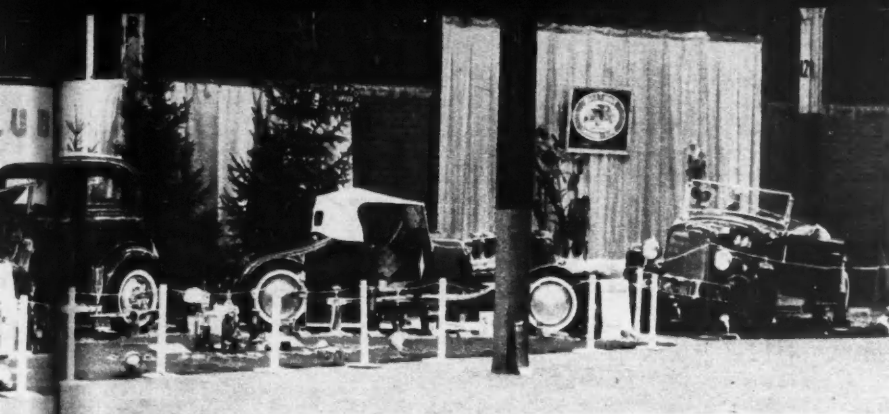
Sy Gregorich's '55 Ford custom placed third in Semi Custom class. Featured beautiful workmanship by Alexander Bros. of Detroit. Pearl paint trimmed in Candy accented rear pan, grille, Merc taillights, side exhaust and full upholstery.



H. Mitchell's third place competition coupe featured this wild interior for early model; color combo of red/white.

Bill Block's beautifully restyled '36 Ford 3-window proved to be a real charmer in Spl. Show Rod class sweeping honors.





Sculptured '58 Chevrolet convertible of Miller/Wolfe took second place honors in Semi Custom class. Possessing some nineteen custom modifications, the ragtop boasts rolled pans front and rear, hand-built plastic taillights, full upholstery.

NATIONAL CHAMPION CUSTOM CAR SHOW

RESULTS:

NATIONAL SHOW CHAMPION

Ray Farner — '32 Ford
Independence, Missouri

BEST ROD

Charles Mayenshoen — '29 Ford
Fairborn, Ohio

BEST CUSTOM

Jim Skonczakes — Golden Sahara II
Dayton, Ohio

BEST COMPETITION

C. J. Kearney — '25 T Roadster
New Orleans, Louisiana

CUSTOM SHOP

ACHIEVEMENT AWARD

George Harris — Barris Kustom
Lynwood, California

EXPERIMENTAL CLASS

George Harris — Air Car XPAX 400
Lynwood, California

MILD CUSTOM

- 1st — Jerry Yatch, '56 Chevrolet
Lynwood, California
- 2nd — Dan Tschan, '56 Chevrolet
Tolado, Ohio
- Red Steele, '57 Chevrolet
Tolado, Ohio
- 3rd — Henry's Custom Shop, '59 T-Bird
Galveston, Texas
- Walter L. McMiller, '56 Ford
Columbus, Ohio

SEMI CUSTOM

- 1st — Ed Frederick, '57 Ford
Lakewood, Ohio
- 2nd — Frank Balzano, '56 Ford
Bristol, Rhode Island
- Miller & Wolfe, '58 Chevrolet
Columbus, Ohio
- 3rd — Ronald Helman, '59 Chevrolet
Lyndhurst, Ohio
- Sy Gregorich, '55 Ford
Detroit, Michigan
- Pat Viel, '49 Ford
Middletown, Ohio

FULL CUSTOM

- 1st — Tom Leitchy, '54 Chevrolet
Mt. Clemens, Michigan
- 2nd — Russel Grady, '57 Oldsmobile
Stamford, Connecticut
- 3rd — Carl Casper, '51 Chevrolet
Flint, Michigan

SPECIAL CUSTOM SHOW CAR

- 1st — Joe Flowers, '56 Chevrolet
Columbus, Ohio

LATE MODEL PICKUPS

- 1st — Jim R. Skiver, '57 GMC
Laramie, Wyoming
- 2nd — Dave James, '53 Ford
Toledo, Ohio
- 3rd — Pat Viel, '57 Ford
Middletown, Ohio

CUSTOM RODS

- 1st — William D. Zahara, '36 Ford
LaGrange, Illinois
- 2nd — Charles Hybel, '38 Ford
Kalamazoo, Michigan
- 3rd — Mrs. Joanne Williams, '40 Ford
Lima, Ohio

STREET ROADSTER

- 1st — Floyd Van Meter, '32 Ford
Lucas, Ohio
- 2nd — Don Vargo, '34 Ford
Dearborn, Michigan
- 3rd — Vern & Bill Harris, '26 Ford
Downsview, Ontario

ALTERED COUPES & SEDANS

- 1st — Clarence Catallo, '32 Ford
Dearborn, Michigan
- 2nd — Robert Bushman, '32 Ford
Drayton Plains, Michigan
- 3rd — Craig & Soloski, '32 Ford
Detroit, Michigan

NON-ALTERED COUPE & SEDAN

- 1st — Paul Johnson, '32 Ford
Elyria, Ohio
- 2nd — Noel DeVito, '30 Ford
Chicago, Illinois
- 3rd — Don & Lee Stacy, '30 Ford
Clay, New York

EARLY MODEL PICKUPS

- 1st — Frank & Paul Rosland, '32 Ford
Chicago, Illinois
- 2nd — Angelo Giampetroni, '34 Ford
Detroit, Michigan
- 3rd — Mary A. Zasadney, '34 Ford
Detroit, Michigan

ROD PICKUPS

- 1st — Herman A. Best, '28 Ford
Fort Wayne, Indiana
- 2nd — Jim Skonczakes, '24 Ford
Dayton, Ohio
- 3rd — Homer Phillips, '30 Ford
Cleveland, Ohio

SPORTS CARS — FOREIGN

- 1st — Laurence J. Meisner, '49 Cisitalia
Detroit, Michigan
- 2nd — Clyde Anderson, '60 Austin Healy
Morton Grove, Illinois

SPORTS CARS — DOMESTIC

- 1st — Jake Hammill, '55 T-Bird
Lincoln Park, Michigan
- 2nd — Joseph Ferrigno, '57 Corvette
Kingston, Pennsylvania
- 3rd — Ellene Sanders, '59 Corvette
Wayne, Michigan

HANDBUILT

- 1st — Tom & Dick Helynski, Special
Lockawanna, New York

MOTORCYCLES

- 1st — Duane McDaniels, '58 Triumph
Detroit, Michigan

RESTORED

- 1st — John R. Stout, '40 Ford Convertible
Detroit, Michigan

KARTS

- 1st — Jay Case, '60 Pressweld
Massillon, Ohio

SPECIAL ROD SHOW CAR

- 1st — William Black, '36 Ford
Kenosha, Wisconsin
- 2nd — Walt Pasternack, '28 Ford
Dearborn, Michigan
- 3rd — Paul F. Johnson, '32 Ford
Elyria, Ohio

COMPETITION

- 1st — Trotters Hot Rod Club, Dragster
Columbus, Ohio
- 2nd — Tom Mathews, '32 Ford
Indianapolis, Indiana
- 3rd — Howard Mitchell, '30 Ford
Chicago, Illinois

SPECIAL AWARDS

- Best Paint
Charles Hybel, '38 Ford
Kalamazoo, Michigan
- Best Upholstery
Tom Leitchy, '54 Chevrolet
Mt. Clemens, Michigan
- Best Engine
Howard Mitchell, '30 Ford
Chicago, Illinois
- Best Club Display
Toronto Modified Kar Klub
- Best Car Display
Raymond Tremblay, '29 Ford
Beauharnois, Quebec
- Farthest Distance
Jerry Yatch, '56 Chevrolet
Lynwood, California
- Best Car & Crew
Northeast Pennsylvania Timing Assn.
- Special Model Display
Push Rods Car Club
Syracuse, New York

THE 'BIG GO'

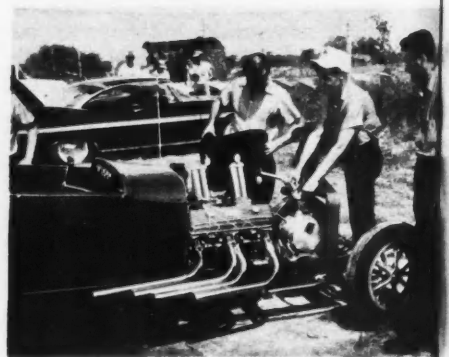
THIRTY-TWO RECORDS SET AT NHRA'S FAST BLAST AT DETROIT

THE THOUSANDS OF participants and spectators who engulfed the Detroit Dragway the first week of September were treated to five days of the most exciting, highly competitive drag racing ever presented. At most local drag strips there are always a few jet hot cars that will snap everyone to attention to watch them run. At the Nationals Big Go every car bears watching. The cream of the crop from all over the nation gather at this annual event for a run at the Eliminator and class Championships. And they go. No less than thirty-two records were set at this one meet. To say that the cars are super-tuned for the challenging odds against them is an understatement. They are worked over to perfection. The owners know that at the Nationals, one mistake — one slip up, can mean a quick and final defeat. Consistency is the byword for success at the Nationals. There is no sand-bagging. There is no "hiding out". You've got to run again, and again, and again until you have topped all comers. A winner at the Nationals is a true Champion.

The entrants don't have to go it alone. They get help from all directions. The efficient and hard-working NHRA personnel from all regions are there to assist in any way possible. The fact that this year's Nationals was the smoothest, best run Nationals to date, was in itself a great boost to the participants. The Autolite, D-A Lubricant and Champion companies, along with others, had parts, service and endless technical assistance available for all entrants. And the greatest help of all comes from the "competition". Parts and tools were swapped and loaned freely among the contestants with no thought to the fact that the part you just loaned may be on the car that shuts you down in a race!

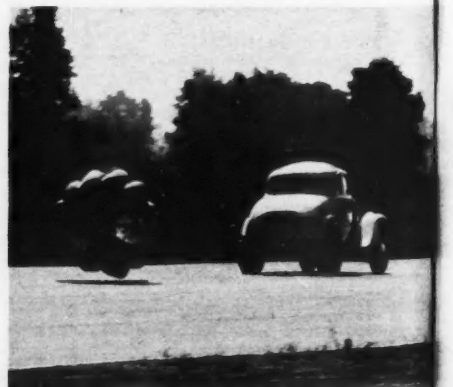
Besides the pure joy and excitement of competing in an event of this stature, it can be rewarding. After three days of trial runs, tuning, and more trial runs, it comes to a boil on Sunday when competitors vie for class champion. The winners have not only the personal satisfaction of being the best but they receive beautiful trophies for their efforts as well as countless merchandise awards from participating manufacturers of speed equipment and the like. On Monday the class champions go after the big prizes offered to the Eliminator winners (covered fully in last month's issue). This year's Mr. Eliminator received a 1960 Ford Station Wagon, Middle Eliminator a Falcon Wagon, Little Eliminator a Falcon Ranchero and Street Eliminator took home a \$1600 stereo hi-fi system.

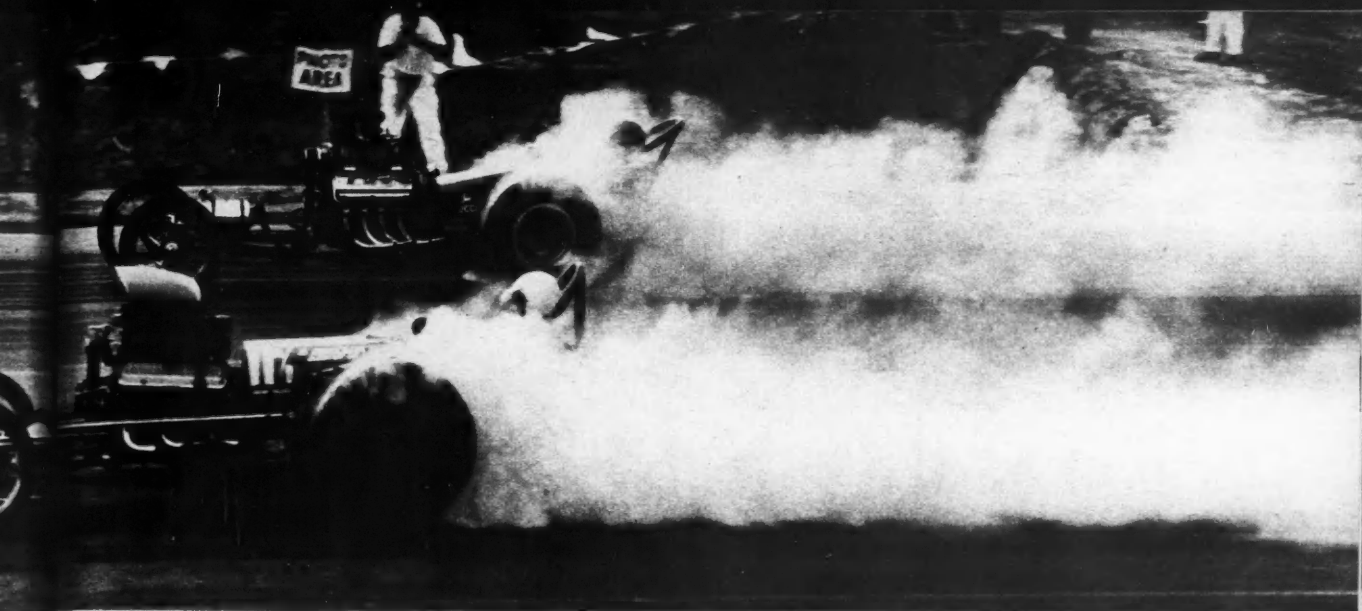
As the thousands started drifting from the Motor City on Monday night, there seemed to be one thought prevalent on their minds — Let's make it to the Big Go next year.



The Car Craft trophy for "Best Appearing Car" went to Chuck Kearney's wild '25 'T' roadster with Olds power. Car was top runner-up in A/Roadster class.

George Montgomery, A/GS and Little Eliminator champ pops chute at end of rapid run. Blown Cad-powered Willys set 11.53 and 130.57 record times.

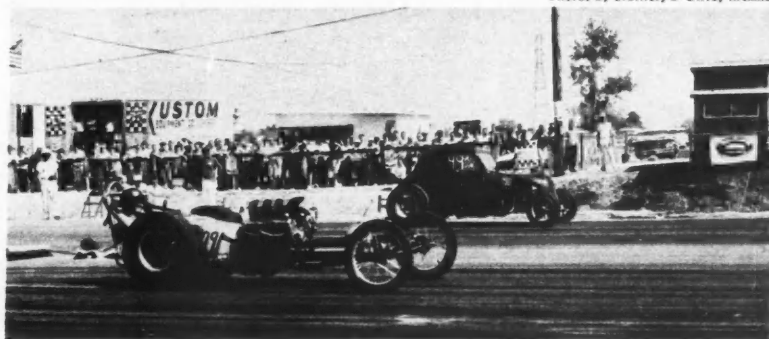




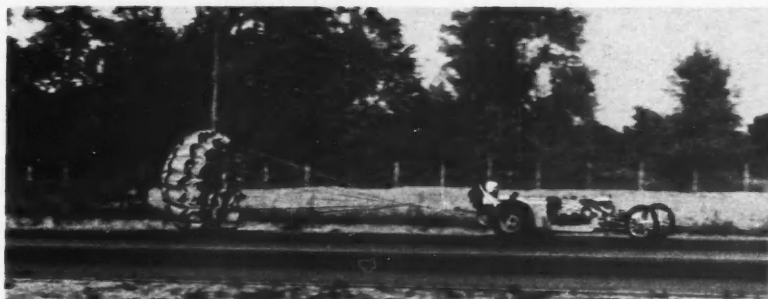
Smoking slicks were the order of the day as highly competitive dragster classes fought ever present problem of traction.

Photos by Brohier, D'Olive, Rickman

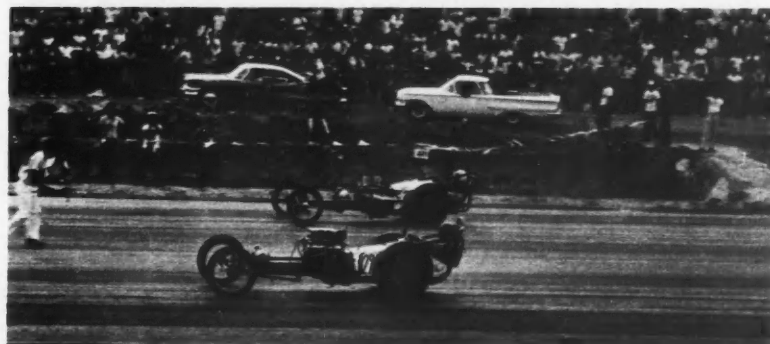
Ratican, Jackson, Stearns entry (far side) from Los Angeles took home A/A honors and set ET record of 10.78. Simca coupe was propelled by an Olds.

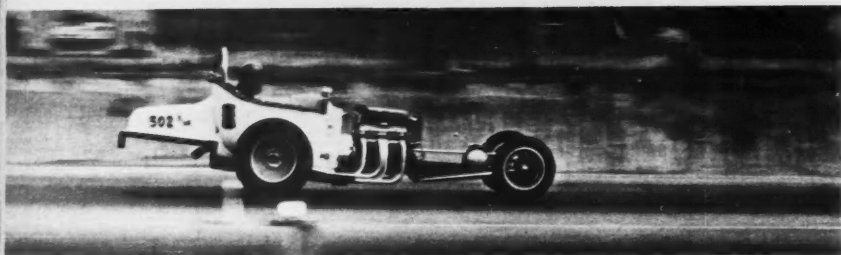


Dode Martin, driving the fabulous dual Chevy engine "Two Thing", was fastest man of the meet with speed of 171.10. Dragmaster also captured AA/D title.



Man closest to camera, Tony DiBenedetto grabbed the lead coming off the line and held it to be best man in the B/Dragster class with Chevy special.





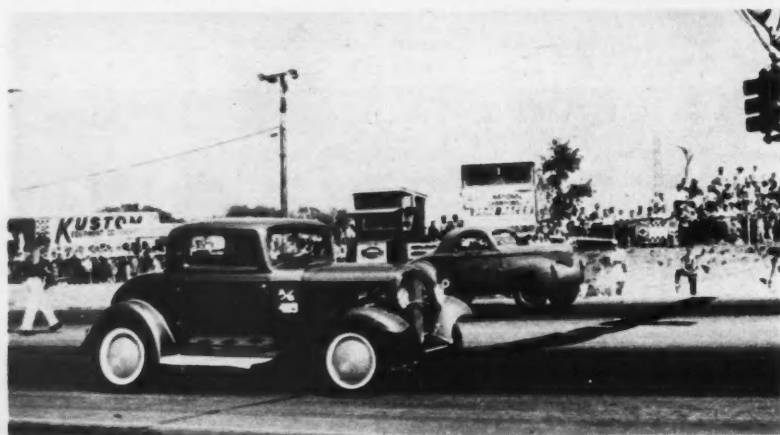
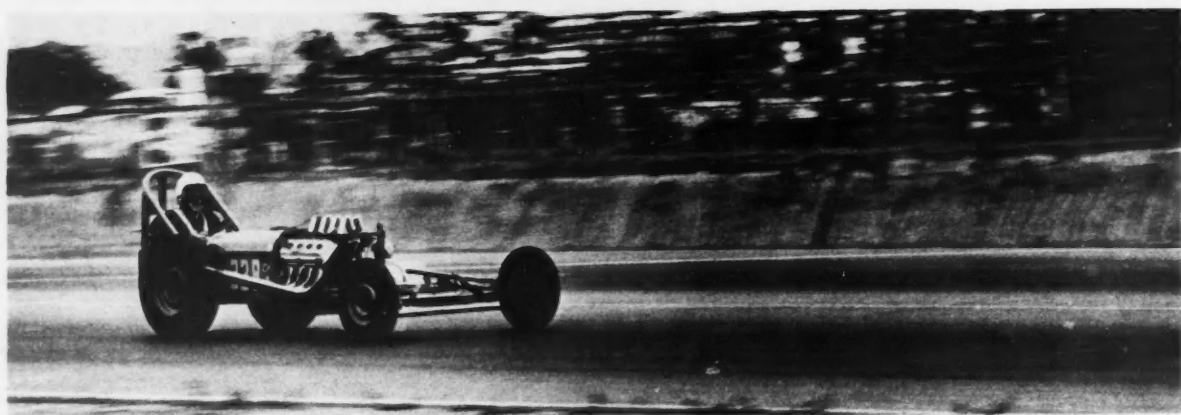
the 'BIG GO'

Streaking through the traps with a new B/MR record of 11.59 is Jess Van DeVenter in his Chevy-pulled 'T'. Car featured very immaculate construction.



Left, Don Garner, Racing Director for Champion, presents Champion Spark Plug trophy to Mr. Eliminator, Leonard Harris. Efficient crew beams approval.

Below, Berkshire Beetle II with Walt Markert of Massachusetts at the wheel turned in sterling performance to win C/D, set records of 10.97 and 138.24.



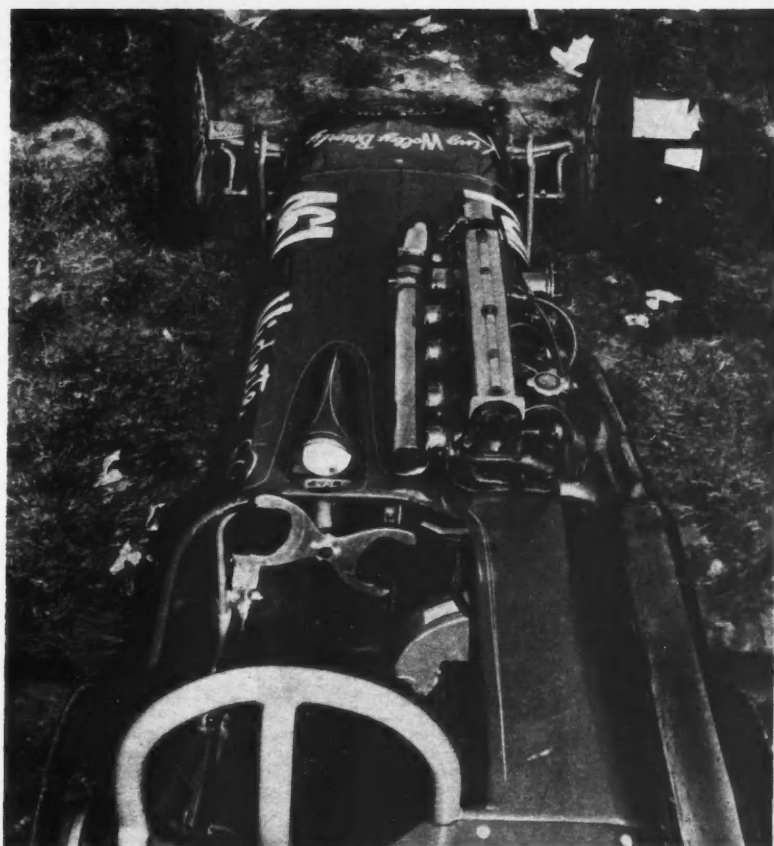
A consistent winner, Doug Cook tooled the Howard Cam Special to an impressive win in C/GS class and turned a record 120.16 top speed while doing it.



Top. 151.51 was the record set by Otie's Auto from Ohio. Otis Smith drove Chrysler powered special to a crowd pleasing win in competitive A/R class.

Center. The Untouchable (199) proved its name by testing all comers in the D/G class which was loaded with entries. John Endres piloted the Chevy.

The four-bangers are not forgotten. Victor King's lovely For-Ever-Four Special from California with its offset '32 Ford engine won the X/Dragester class while establishing ET record of 13.34 seconds and TS record of 107.65 mph.

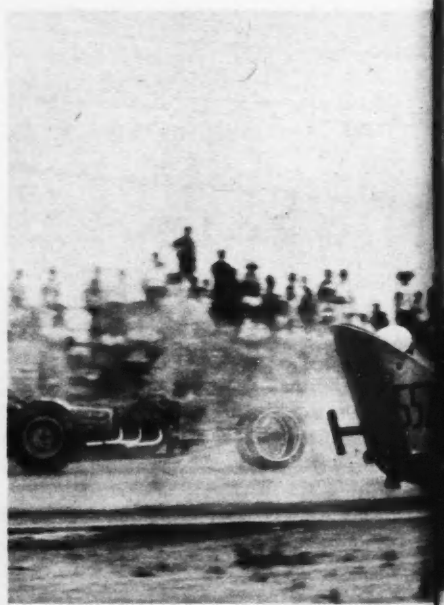
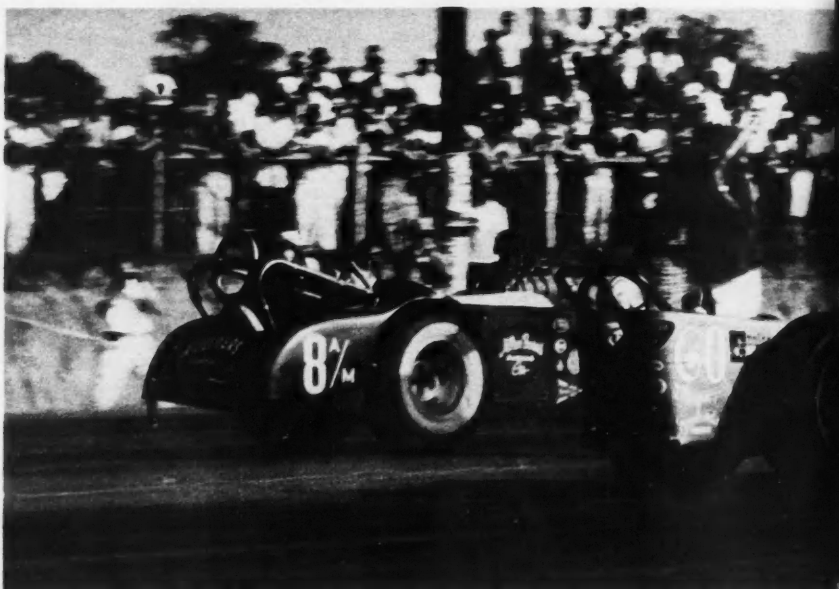




Right. This is the end of the meet. Tense run-off for Mr. Eliminator put the Tennessee Bo Weevil, A/MR winner, against Albertson Olds, A/D champ. Len Harris-Albertson Olds won crown.

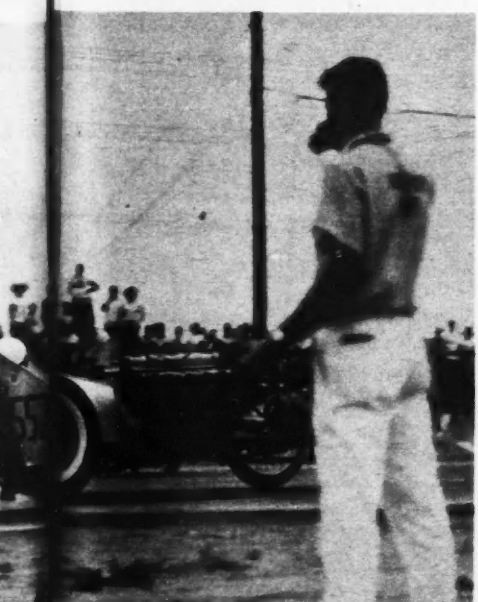
Below right. Rigid technical inspection and weigh-in of cars was a necessity before the cars were allowed to enter the pits. Safety is stressed at Nationals.

Gardella & Eichlin from New Jersey went all the way with their six-cylinder GMC. They won D/D class, boosted ET record to 11.31, TS record to 122.44.



the 'BIG GO'

Pit crews line the fence as two beautiful Modified Roadsters scream off the line in a tight duel to prove which car has the mostest to be the firstest.



1960 NATIONAL CLASS CHAMPIONS

Class-Entry-Driver-Engine:

ET: MPH:

TOP ELIMINATOR

A/D — No. 60 — Albertson Olds — Leonard Harris, driver — '59 Oldsmobile 9.58 163.63

MIDDLE ELIMINATOR

A/C — No. 365 — Lickliter Bros. — Howard & Pete Lickliter, drivers — '57 Cadillac 10.35 153.84

LITTLE ELIMINATOR

A/GS — No. 545 — Geo. Montgomery — Geo. Montgomery, driver — '60 Cadillac 11.88 119.84

STREET ELIMINATOR

B/SR — No. 476 — Cust. Speed Shop — Courtney Lee Scott, driver — '55 De Soto 13.14 108.56

DRAFTER

AA/D — Dragmaster Team — Dode Martin — Twin Chevys 10.10 168.53

A/D — Albertson Olds — Leonard Harris — '59 Oldsmobile 9.65 165.13

B/D — Frank's Radio Special — Tony DiBenedetto — '58 Chevy 10.82 135.75

C/D — Berkshire Beetle II — Walter Markert, Jr. — '53 De Soto 11.63 131.38

D/D — Gardella & Eichlin — Charles Eichlin — '52 GMC 11.41 121.78

MODIFIED ROADSTER

A/M — Tennessee Bo-Weevil — James Red Dyer — '57 Chrysler 9.89 150.00

B/M — Van Deventer Special — Jess Van Deventer — '60 Chevy 11.57 123.79

National City, California

COMPETITION COUPES/SEDANS

A/C — Lickliter Bros. — Howard & Pete Lickliter — '57 Cadillac 11.48 145.16

Staunton, Virginia

B/C — Dowsett Racing Team — David Hughes — '53 Ardun Mercury 12.85 111.11

Honolulu, Hawaii

C/C — Confusion — Gary Koehler — '57 Chevy 12.99 108.17

Detroit, Michigan

ROADSTER

A/R — Otis Automotive Special — Otis Smith — '57 Chrysler 11.05 151.51

B/R — Roman Chug-Chug — Patrick Romanchuk — '59 Chevy 12.29 112.50

Ashland, Ohio

C/R — Casper — Duaine Perkins — '50 Mercury 13.47 104.65

Niantic, Connecticut

ALTEREDS

A/A — Ratican, Jackson, Stearns — Ron Stearns — '58 Oldsmobile 11.84 140.18

Los Angeles, California

B/A — DCB Coupe — Don Breithaupt — '57 Chevy 11.84 127.84

Grand Prairie, Texas

C/A — The Going Goat — Billie Rasmusson — '55 Dodge 12.69 108.30

Fort Worth, Texas

STREET ROADSTER

A/SR — Cranston & Cathcart — Donald Cathcart — '57 Oldsmobile 13.52 106.83

Trenton, New Jersey

B/SR — Custom Speed Shop — Courtney Lee Scott — '55 De Soto 13.32 107.27

Washington, D. C.

C/SR — Good Grief — Jim Lightcap — '53 GMC 15.03 77.50

Dayton, Ohio

GAS

A/G — Pate Motor Co. Special — Billy Pate — '57 Chrysler 12.36 113.06

Tuscaloosa, Alabama

B/G — Li' Lee-Lee — Leonard L. Grennon — '58 Corvette 13.40 105.38

Wyandotte, Michigan

C/G — Satyside Auto — Jim Koonce — '57 Chevy 14.31 102.04

Cleveland, Ohio

D/G — The Untouchable — John M. Endres — '58 Chevy 14.03 100.11

Chicago, Illinois

E/G — Wilbur Tackett — Wilbur Tackett — '57 Chevy 15.78 94.14

Miles, Ohio

F/G — Thomas M. Prosser — Tom Prosser — '46 Ford 15.99 85.14

Springfield, Ohio

AUTOMATIC TRANSMISSION GAS

A/GA — Al Zerbarini — '58 Olds 12.61 106.88

Stanford, Conn.

B/GA — Ole Hoss — James Loper — '59 Chevy 13.72 106.82

Phoenix, Arizona

C/GA — Thomas M. Hoover — Tom Hoover — '57 Plymouth 14.33 100.67

Highland Park, Michigan

SUPERCHARGED GAS

A/GS — George Montgomery — George Montgomery — '60 Cadillac 12.36 107.65

Dayton, Ohio

B/GS — Willie's Willys — Wilton Zaiser — '54 Oldsmobile 11.84 121.29

Catonsville, Maryland

C/GS — Howard Cam Special — Doug Cook — '57 Chevy 12.39 119.36

Los Angeles, California

FOUR BARREL

X/M — Blair's Speed Shop Special — Ed Meeks — Ford 4 cyl. 16.98 79.43

East Pasadena, California

X/D — For-Ever-Four Special — Victor King — '32 Ford 4 cyl. 13.61 106.88

Temple City, California

MODIFIED SPORTS CARS

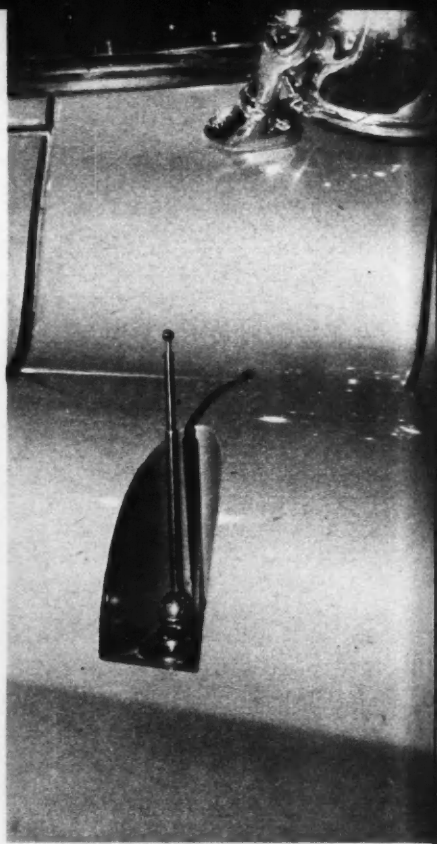
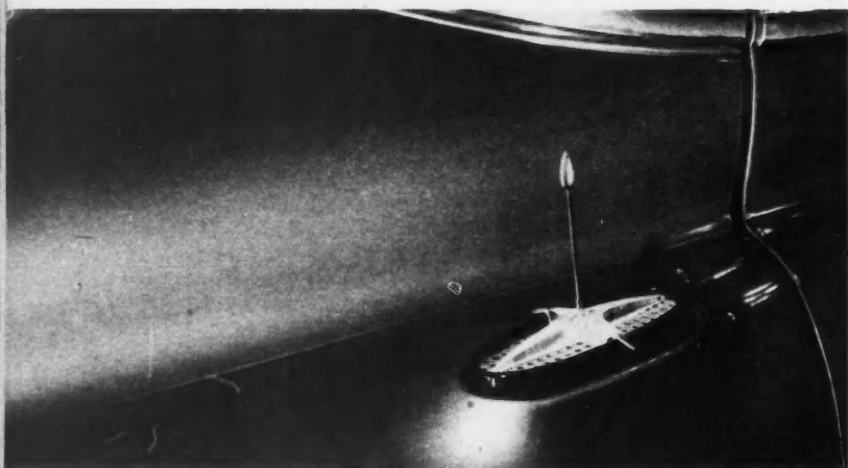
AM/SP — City of Industry — Sam J. Parriott — '56 Cadillac 12.29 130.62

City of Industry, California

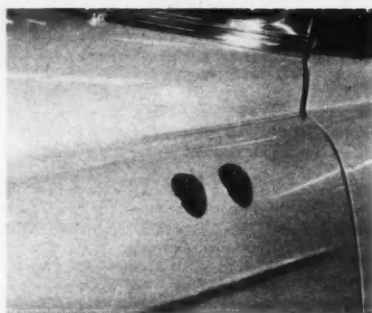
BM/SP — Power Unlimited Special II — Richard Valentine — '57 Chevy 13.01 103.80

Alliance, Ohio

AERIAL ACT



High flying ideas for the lowly radio antenna



Above. Custom Chevy features twin '57 Cadillac electric antennas in the front fender. Sunken pair are operated via control button located in dash panel.

Upper left. One of the most original anywhere is this custom antenna. Lens from a '58 Ford is frenched into the fender, houses metal mesh and capped by plastic star. Knob is also plastic.

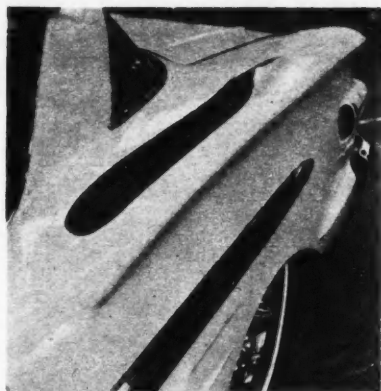
Above. Tunneled antenna is at home in this '57 Chevy Pickup. Fender housing was made from large tubing, accessory type aerial mounted on horizontal base.

Photos by George Barris



Teardrop shaped opening in this '57 Chev's fender line is of frenched rod. Retractable antenna is barely visible in center of paint scalloped styling.

Rear fender reflector from a '46 Buick provided a base for this accessory antenna. Housing has been set into roof of this '58 Ford. Concave design sets chrome trim near flush with roof line.



Left. Lengthy tunnel atop '58 Chevy fender began as exhaust tubing. Aerial is mounted horizontally at rear end, topped off by attractive convex scoop.

Right. Chrome accessory item has been utilized on this antenna installation. Mount is set into fender, antenna tip fitted with custom made plastic knob.



Left. Round rod opening hosts spider web surrounded antenna. Unique job was made up of $\frac{1}{8}$ inch rod, chromed over. Rear is tilted to form a scoop.

Lower Left. A little body and lead work built up this peaked antenna base on owners '52 Merc custom. The aerial fits through chrome base, mounts below.

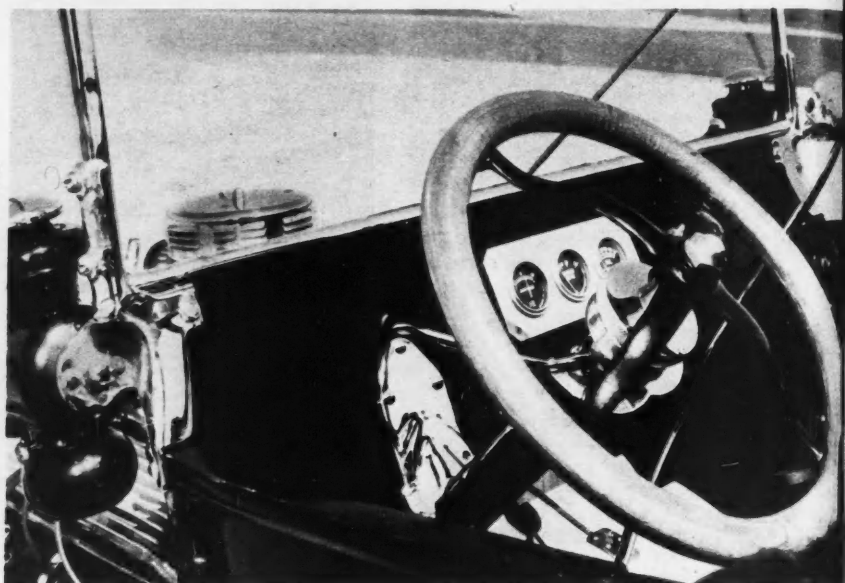


Right. '51 Chevy features 'S' shaped concave scoops to rear of headlights. Pull out antenna is mounted beneath the round rod trimmed scoop opening.

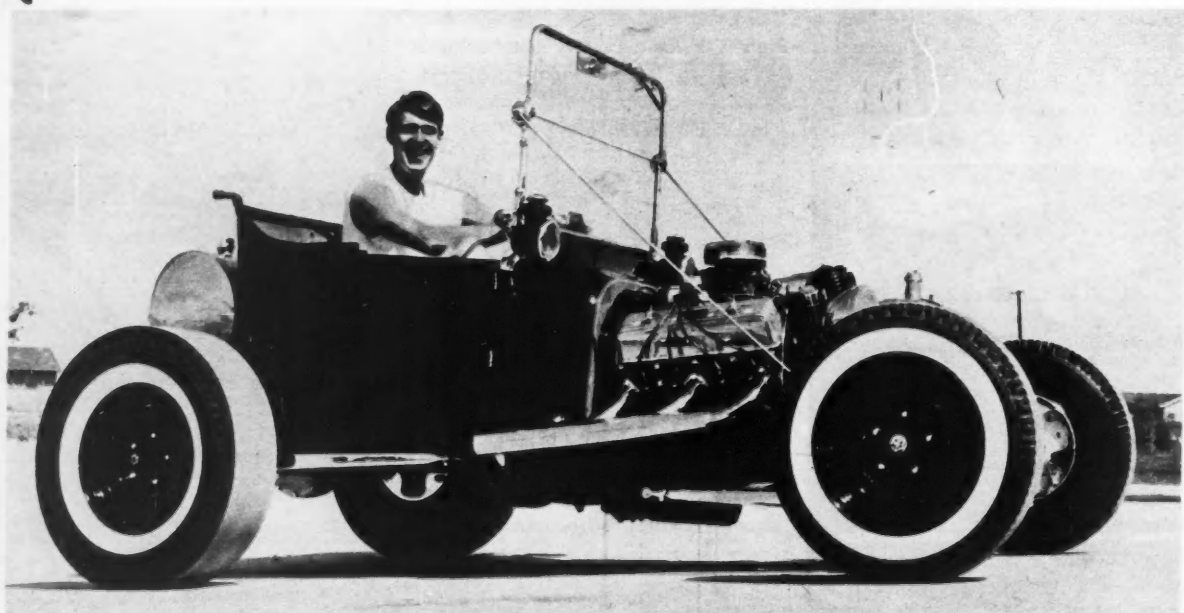


HIGH, WIDE

*and
Handsome*



1915 'T' carries Martin Hollman
around town in grand fashion



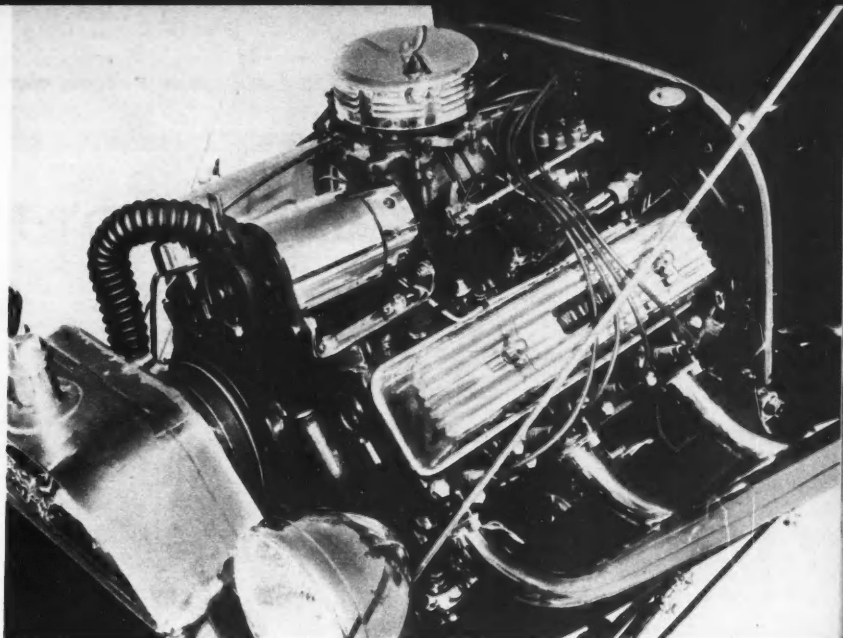
The enjoyment received in building and driving a street rod prompted Martin Hollmann of Studio City, Calif., to build his short wheelbase '15 'T' roadster. Born in Berlin, Germany 19 years ago, Martin is a member of famed L. A. Roadster Club.

Right. Antique lamp gives warning to those following. Rearend is from a '48 Ford, as are brakes. Chrysler wide base rims are fitted with Bruce slicks. Rear shocks are Ford Houdaille mounted high and laterally. Chrome work is by Valley Plating.

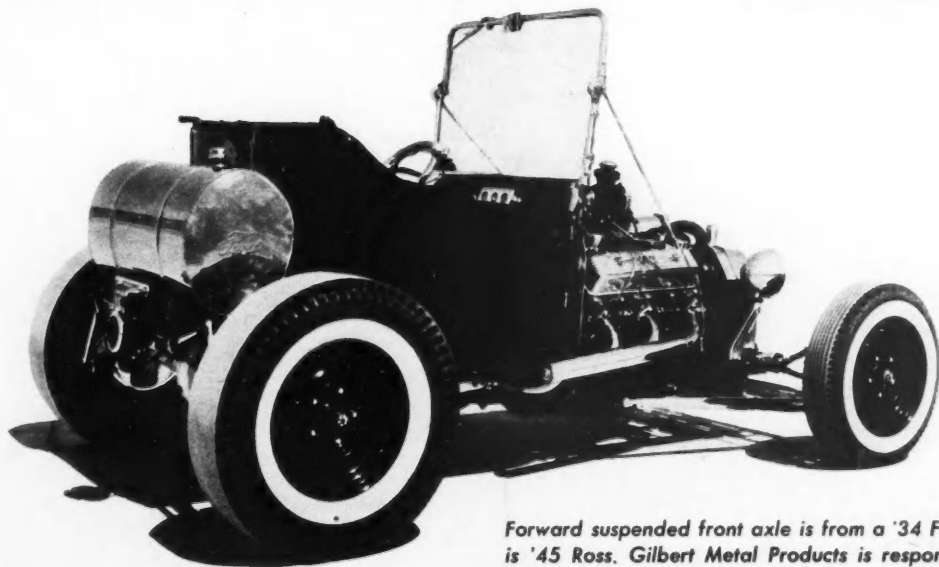
Original steering wheel & column have been retained, accessories rechromed. Dash panel features simple cluster of gauges. Gearbox is a '39 Ford stick.

'49 Olds V-8 replaces the original four banger, possesses 324". Heads milled .110", ported to mate with '56 Olds quad manifold and chromed headers.

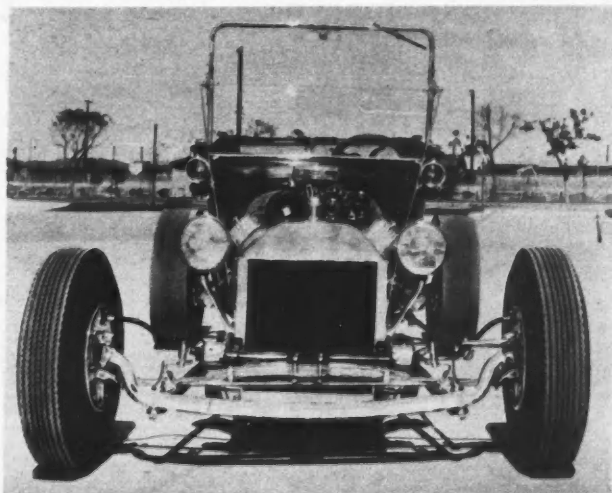
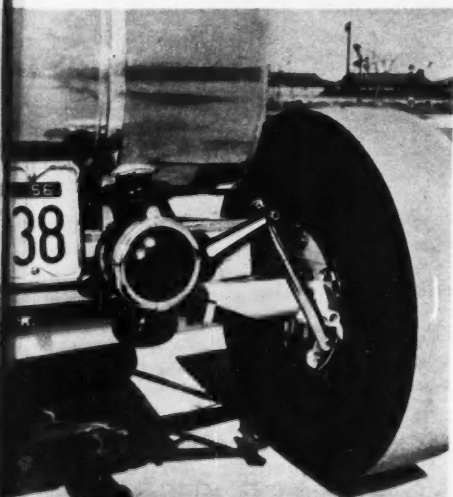
Black enameled 'T' features finishing touches by Kent Fuller, Mike Scott and Darryle Sutton who assisted Hollmann in building. T's wheelbase is 98 inches.



Photos by Bill Rolland



Forward suspended front axle is from a '34 Ford, steering gear is '45 Ross. Gilbert Metal Products is responsible for radiator shell and 'Ford' gas tank at rear. Don Prudhonne did painting.



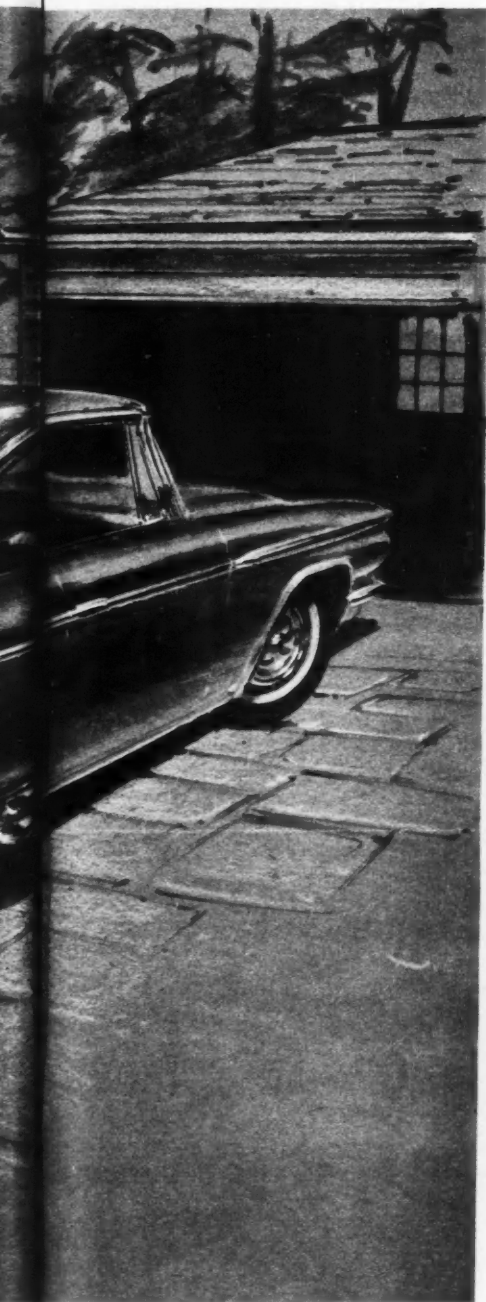
RESTYLING

THE '61 PLYMOUTH FURY



Illustrations and design

from mild...



BASICALLY, ONE OF the sleekest body shells to emerge from a Detroit design board is the '61 Plymouth Fury. Since '57, the Plymouth has been a pretender to the throne of the 'flight swept' Chrysler lines. It is not too often that a restylist has an opportunity to work with elements such as these.

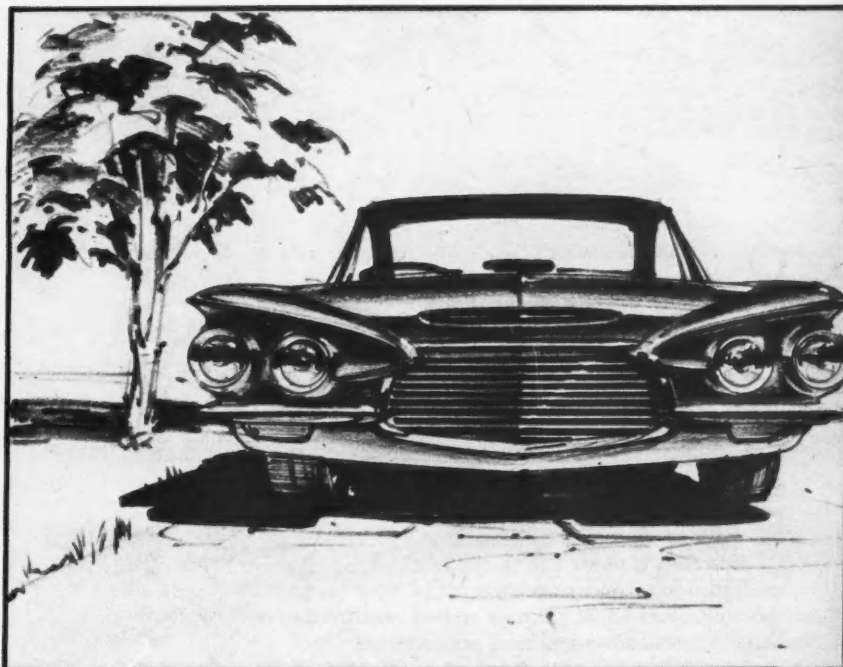
Frontal modifications present a distinctive appearance through removal of the stock grille and replacing it with the '60 Chrysler component. This is trimmed to fit the stock shell; headlights are tunneled. The hood is altered via an Oldsmobile-type scoop with center floating blade. Corvette nerf bumpers and a '60 Chev pan and park lamps are added.

To match the front flare, the rear wheel well lip is reworked. Two small exhaust tips protrude through the body just ahead of the opening.

Fitting like they were designed two years in advance are the '59 Plymouth taillight assemblies. A '60 Buick bumper is added along with the standard in-the-bumper backup lights. Recessed within the panel directly beneath the trunk lid is the license plate. The emblem crest on the lid itself is stock except for removal of the Plymouth medallion.

Excessive chrome trim, which there is little of, is removed. The Fury is also a mite lower in the front and rear. Chromed wheels with the new Spider-type open wheel bullet caps are run.

If you lean toward the wilder side of life, turn the page, please.



by Chuck Pelly and Bob Hubbach

RESTYLING...to wild

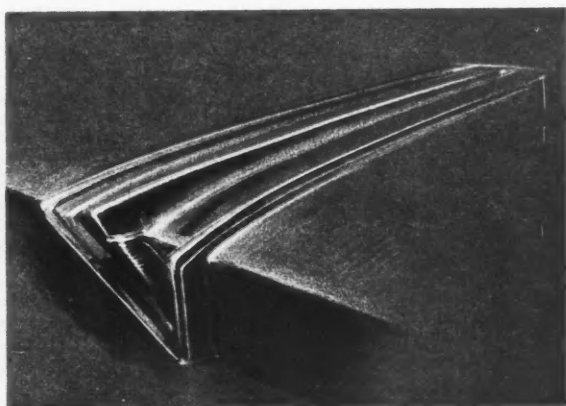
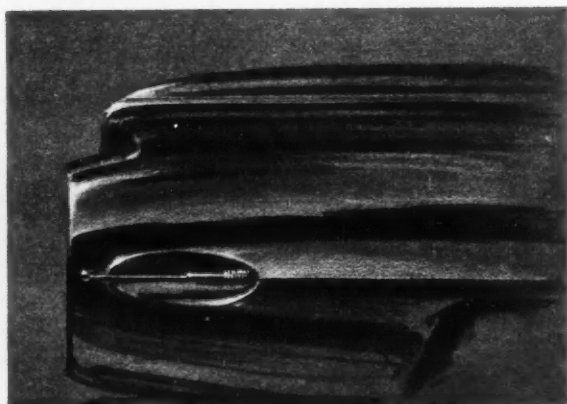


OUR RADICAL VERSION spotlights a number of clever combinations between the stock Plymouth Fury and parts from various other vehicles. Starting from the front, we see deeply tunneled headlights with a ribbed metal inner ring specially constructed around the Lucas lamps. The grille is from a new Olds F-85 compact. The hood is trimmed and reshaped to mount lower and flatter. A stock Dodge panel would also suffice for this alteration. Just behind the quad Lucas lights on the fender is an antenna set-up featuring horizontal mounting and a Buick reflector base. This is worked into the pattern of the wheel well flare. The front bumper is '61 Ford which fits without a bit of alteration.

Side trim is pirated from one of the less expensive Plymouth models, while concave section aft of door may be filled with a sheet of either spun, plain or ribbed anodized aluminum. Door handles, medallions and trim are removed.

Comprising the rear are a set of '59 Mercury taillights that fit well, as if designed for the Fury. Again the '61 Ford bumper is used. A unique addition is found with the center fin on the deck lid. It is a '60 Cad fin and taillight lens unit.





Unique changes make Gordon Stefans' custom a—



PLYMOUTH WITH PERSONALITY

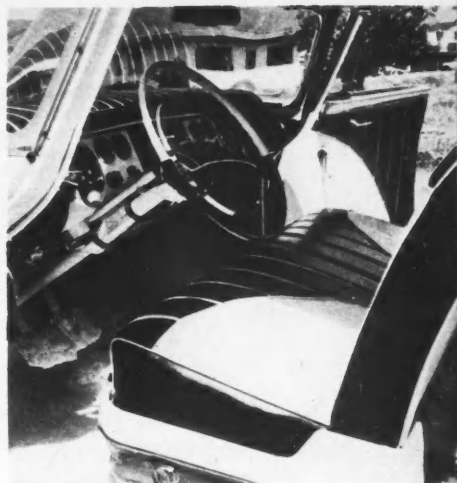
Black and white photos don't do justice to Bombay Ivory and orange scalloped '55 Plymouth owned by Gordon Stefans of Niles, California and partially built by Harold Belshaw of Irvington, Calif.

Front end is a composite of various pieces of chrome work. Tube grille and half 'n half turn lights/bullets are featured. Lower bar is pirated from a '57 Dodge. Beneath dechromed hood is a much chromed and painted engine.



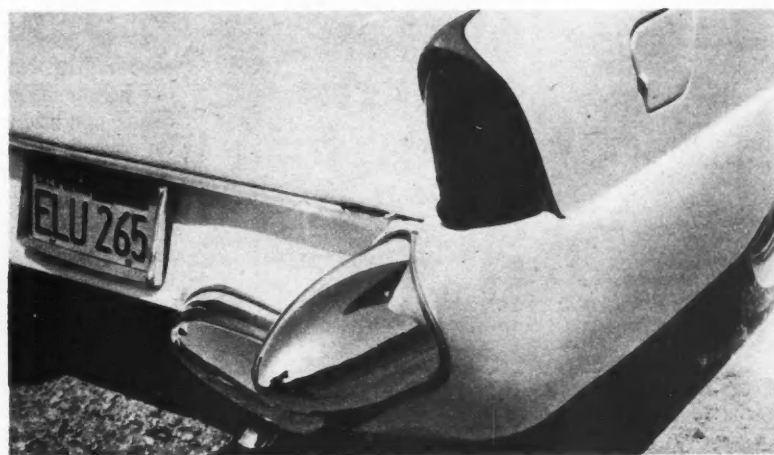
Show circuit equipped trunk holds the usual safety equipment, tools, gas cans. Black and white Naugahyde upholstery is credited to Fremont Upholstery Shop.

Enhancing the interior is more talented stitchwork contributed by Fremont in same California city. Black and white is the color theme for everything here.



Natural Plymouth rear fender line is perfect for '56 Lincoln lenses. The only other modification is an extension of nine inches and '55 Cad bullet tips.

Hardtop is about four inches lower. The reversed '56 Chev side trim frames a strip of orange toned Naugahyde for a unique effect. Work took six months.



Photos by Frank Faraone



grabbing at fame and fortune,
one came close, others had
tremendous setbacks, as
time was running out on the—



BIG BOYS at BONNEVILLE

BY DON FRANCISCO

WAS THIS TO BE THE day? After two years of dreaming, planning, and working, was this, finally, to be the day that Mickey Thompson would gain his place in history by driving his glorified hot rod fast enough to set a new World's Land Speed Record? Mickey and his crew thought it was.

It was Friday, September 9, 1960, just a week short of thirteen years since the late John Cobb of England had established the existing World's Land Speed Record on the Bonneville salt with his huge Railton Mobil Special. In all those years Mickey had been the first to try to beat Cobb's record. He had tried first in 1959 and now, after spending the winter reworking and modifying his car, he was back again.

Mick had made several runs in 1960 but none of them had been close enough to the 398 miles per hour two-way average required for a new record to even be encouraging. None of them, that is, except the run that had just been completed. With near perfect weather and course conditions, Mickey had slipped smoothly through the measured-mile timing trap at 406.6 mph.

During his two seasons on the salt Mickey had traveled farther at speeds in excess of 300 mph than any other living man. Now, he had moved over the surface of the earth in an automobile faster than any other man in history. The previous one-way record was John Cobb's 403 mph, which Cobb established on one leg of his record run in 1947.

When Mickey began work on his record attempt car people who heard of the project envisioned him as an overly-ambitious hot rodder trying to satisfy a childhood dream of being the world's fastest driver. These people were right, as far as they went. Most of them failed to look beyond the dream motive, as Mickey had. Mickey could see, as the rewards for a new record, not only the fulfillment of his almost lifelong dream but also sufficient wealth and fame to satisfy his financial needs and his ego for the rest of his life.

In 1959 Mickey was the only contender for the World's Land Speed Record. Things looked good. His main problem was that the salt was a little wet for the speeds he wanted to travel. However, the job could still be done. But as time went on and Mickey continued to make runs it became apparent to all concerned that setting a new record wasn't going to be as easy as it might have once appeared.

Missing the record in '59 wouldn't have bothered Mickey nearly as much if he hadn't known of four other cars that would be ready to try for it in '60. This was something that had never happened before in the record's more recent history. This competition gave Mickey two more things to worry about. One of these was the possibility of becoming the second man, or even farther down the line, to establish a new record. In this particular race it doesn't appear that the number two or three or four person to establish a new record will profit much by his achievement. From all indications the number one man, even if his record is broken shortly thereafter, will take home the loot.

Mickey's second worry was that the number one man might set the record so high that it would become virtually unreachable. This was an only slightly worse possibility than not being able to be first.

One of the competitors Mickey would have in 1960 would be Donald Campbell, of Great Britain. This is the same Donald Campbell of jet boat fame. Donald is trying to follow in the tracks of his illustrious father, Sir Malcolm Campbell, who held the World's Land Speed Record in 1935 with a speed of 301.12 mph. Sir Malcolm's car was known as the "Bluebird." Donald's jet boat and the car he will drive for the land speed record are both called Bluebird; the car is "Bluebird II." Donald is known as a completely fearless driver who, when satisfied that his vehicle of the moment is mechanically correct, wastes no time moving its throttle to the flat-out position.

The car Donald was to drive was a joint effort of the British automotive industry. It was, reportedly, built at a cost of 4½ million dollars. This is a lot of money for an automobile, even one of Bluebird II's caliber.

All four of Bluebird II's wheels were propelled by a Proteus Bristol Siddeley turbine engine. Turbine engines are similar to jet engines but they differ in that they have a power takeoff that can be used to rotate a propeller or driveline of some sort.

When the 1960 Bonneville season opened the first day of August, Mick was ready. One of his competitors eliminated himself on his first run that day when his car flipped. This was Athol Graham, of Salt Lake City, who died shortly after his accident. Mickey was next on the salt but course conditions prevented his reaching record speeds. Next was Doctor Ostich, in his jet car. The Doctor wasn't eligible for the official World's Record but this made little difference because to the public it is the achievement that counts. The acceptance of the achievement by a governing body in a foreign country doesn't seem to matter. Doc's car suffered mechanical problems that prevented its reaching record speeds. Mickey returned to the salt after

Dr. Ostich abandoned it but again he was unable to do any good.

The next week on the salt was an open one. This was a historic week. Mickey ran, Doctor Ostich ran, Art Arfons, who is Mickey's fourth competitor, ran, and Donald Campbell made two shakedown runs with his fabulous turbine-powered monster. The Monday of this week was a memorable one for the many spectators who came to Bonneville to thing was o.k. but minor difficulties

concerned with the course delayed Doc's first run until about 8:20. The car's speed through the measured mile was 237 mph. A short time later Doc made a return run at 259 mph. He was ready to run again shortly after 10:00 o'clock but was delayed by crosswinds that had velocities as high as eight miles per hour. Doc and Mickey don't care to drive when crosswinds exceed five miles.

While Doc was running, Art Arfons was working on his car. This car is

Photos by Don Francisco



A rare meeting of three men with high-speed aspirations, all with hopes of being the fastest man on wheels. From left are Art Arfons and "Green Monster," English speed hopeful Donald Campbell, and Dr. Ostich and jet car "Flying Caduceus."

watch the activity. This was Labor Day, September fifth. On the salt that day were three cars that had been designed and built for the express purpose of traveling in excess of 400 mph. Another car of the same breed was in nearby Wendover. Also present was a streamlined Triumph motorcycle owned by Bill Martin, Triumph motorcycle dealer in Burbank, Calif. Bill planned to ride the motorcycle to a new International record in its class.

Doctor Ostich and his car, which he calls "Flying Caduceus," were in their pit area near the middle of the course at 6:05 a.m. when the sun came up. Crew members started the car's J-47 jet engine to be sure every-

the newest of the record contenders. It has a single turbo-supercharged Allison V12 aircraft engine of World War II vintage. The engine should have sufficient horsepower to drive the car at record speeds but ample horsepower is one of the minor requirements for a car of this type. The problem Mickey had been fighting, with a car similar in size and weight to Arfon's was traction. Mickey's car couldn't get the traction necessary to allow it to accelerate to record speeds in the limited distance available and to maintain that speed through the measured-mile timing trap. It looks as though Art will be faced with the same problem.

CONTINUED



BONNEVILLE

Campbell's Bluebird II on display for the spectators on salt before being unloaded for test runs. The car was transported on a huge trailer towed by diesel-powered tractor built in England. Everything for the big attempt was brought from England.

Doctor Ostich's car doesn't have any traction problems. It is propelled by the pure-jet thrust of its engine, just as jet airplanes are propelled. The fact that its wheels don't drive it is the thing that makes Doc's car ineligible for an official record, but eliminating the traction problem could make this car the most successful of those now ready to run.

Arfons made his first run at 12:35. His speed was 249 mph. He began a return run but did not complete it because of a burned driveshaft bearing. This bearing was one of two on the shaft that drives the front axle assembly. The shaft rotates at over 10,000 rpm and Art had installed the bearings as precautionary supports to prevent its whipping about and damaging the engine or the car's frame in the event it should break.

Shortly after Arfons ran it was announced that Campbell's car was on its way to the salt. Then, at about 1:45, unknown by the many spectators on the salt, Bill Martin and his motorcycle left the starting line at the south end of the course. A few minutes later there was a flurry of excitement when the ambulance left its parking spot near the timing stand and dashed onto the course. Bill had "lost it" and dumped his motorcycle. Except for a few minor scratches he was unharmed and he and the motorcycle were returned to the pit area. After making a quick computation on his dream wheel Bill said that he had been traveling about 140 mph when his bike got out of control.

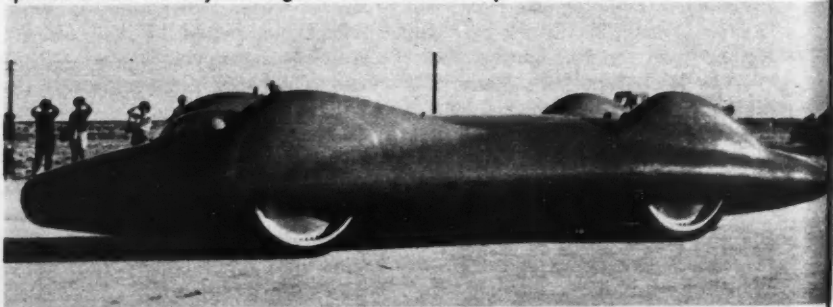
Campbell's car, with an escort of several Land Rover station wagons and Rover passenger cars, arrived in the pit area on a huge flat-bed semi-trailer. After spectator interest had been satisfied the truck was driven to the starting line at the south end of the course where Bluebird II was unloaded and rolled onto the salt for the first time. The plan was to run the car under its own power at near idle throttle settings for a preliminary check of its handling characteristics. With the exception of installing racing wheels and tires, the car was ready to run.

Donald obliged photographers by posing with his car for a few minutes and then took shelter from the sun in one of the Rover sedans. When the car was ready to go, he, too, was ready, with an RAF crash helmet, complete with oxygen mask, a pair of moccasins which he put on after

he climbed into the car's cockpit, and a cloth doll about eight inches tall. The doll is, undoubtedly, a good luck charm. Fellows who saw Donald drive his jet boat at Lake Mead said that he had the same doll with him at that time.

After several adjustments were made in the cockpit, Donald was safely strapped in place and ready to go. The big moment to fire the engine had arrived. Spectators were moved back from the car and the engine's starting motor, energized by electricity from a generator in one of the Rover's, began its characteristic whine. The engine fired without difficulty but while technicians were checking the instruments that were monitoring its inner workings oil began to flow in a fairly large stream from an opening in the car's body just behind the left front wheel. This was quickly detected by team mem-

Donald and Bluebird II having their first date on the salt. The monstrous car rolled easily on its gigantic wheels and tires. Traction didn't pose any problem at low speeds it ran this day. Its engine had the familiar jet roar but drove the wheels.



bers and the engine was shut down. After some discussion it was announced that the oil was from the car's hydraulic system and that it was escaping from an overflow port.

Again the engine was fired and the plexiglass bubble over the cockpit was closed and latched. All crew members retreated to the sidelines. Photographers lined the first hundred feet of each side of the course. Donald released the parking brake and the car moved away, very slowly, for about sixty feet, and then stopped. Donald opened the canopy and was soon surrounded by team members. The engine was shut down. Some minor difficulty had arisen. After a few minutes discussion the engine was fired again, the hatch was closed, and the car idled away from the starting line. This time it didn't stop. It accelerated very slowly for perhaps a mile and then started to pick up speed at a good rate. One of the engine technicians had said that the car was expected to accelerate to approximately 120 mph. Its actual speed proved to be 121.6 mph.

A short time later Donald made a return run at 158 miles per hour. The car was then loaded on its trailer and returned to Wendover. Donald had found some things in its steering action and instrument panel that he wanted changed. It was reported that the changes would take almost a week to make.

On Wednesday, mechanical problems forced both Arfons and Doctor Ostich to temporarily give up their attempts. Arfons was still having trouble with his driveshaft bearings and the car's clutch had been giving trouble since his first run. He returned to his home in Akron, Ohio, where he plans to replace the driveshaft bearings with needle bearings and replace the clutch and transmission assembly with either a hydraulic coupling or a torque convertor of ample strength to handle the car's Allison engine.

Doctor Ostich and his crew had bumped heads with a condition of front wheel shimmy that would almost take the steering wheel out of Doc's hands when the car reached the 250 to 300 miles per hour bracket.



One of the tires that was on Bluebird II when it flipped. As can be seen, the tire took an awful beating but neither it nor any of the others lost any air.

Donald Campbell, in the roomy cockpit in the nose of his car, is dwarfed by the car's huge wheel fairings. The plan was to use the wheels in lieu of roll bars if the car should get upside down.

The cause of this was finally attributed to the design of the standard car and truck ball joints in the car's front suspension and steering system.

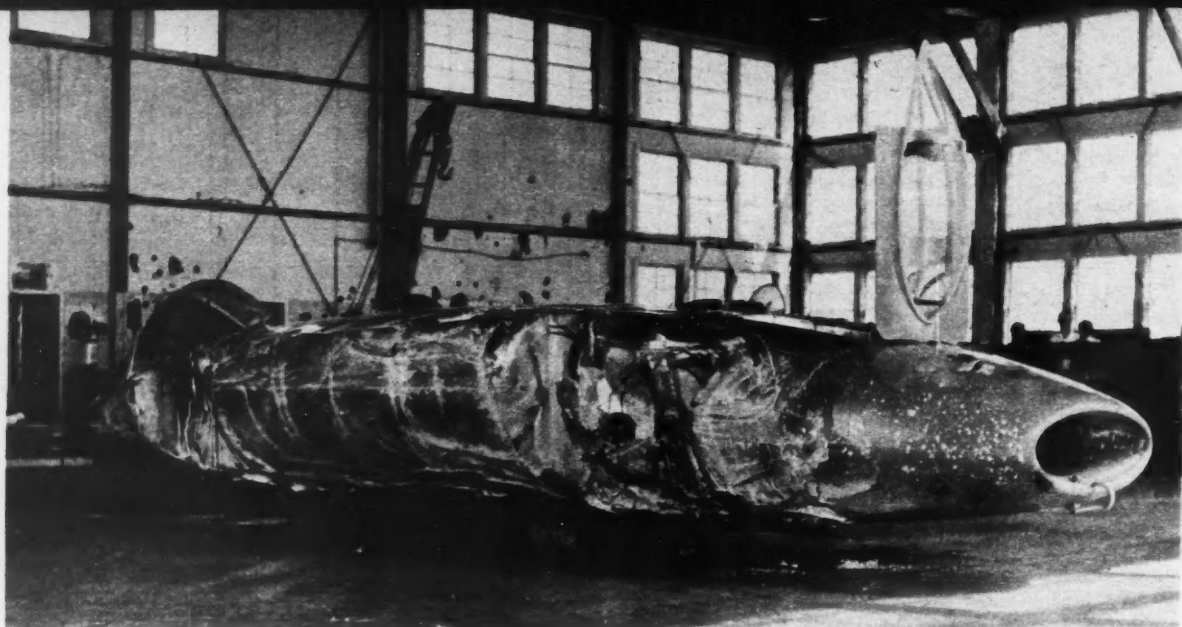
Conditions permitting, Doc's chief mechanic, Ray Brock, hopes to rebuild the front suspension and steering systems with joints of different types that will hold the system's members in their correct relationship at speeds the car may be capable of traveling. Ray's plans were to complete this work as soon as possible and return to the salt after Campbell had completed his runs.

As of Wednesday, Mickey had not done too well. The overall picture at this time looked bad for the American competitors. But two days later, on Friday morning, Mickey had hit the combination and driven the world's fastest mile. All he had to do to make his plans jell was to make one more run at a minimum of 392 miles per hour. Everything he had worked and planned for was so near that he could almost see the engraving marks on the bills. The pressures he had been feeling for so long were already beginning to become only memories.

Two of the stipulations involved in International record attempts is that the old record be exceeded by one percent and that the two runs required for the record be made within an hour's time. Mickey's crew checked the car thoroughly after its fast run and Mickey was strapped in it and on his way well within the required time.

CONTINUED





BONNEVILLE

Bluebird II after it crashed. Both front wheels were ripped off and fairings over the wheels were torn away. The wheels didn't make good roll bars but luckily car's stressed-skin body had the strength to keep it from folding around Donald's ears.

The car accelerated smoothly away from its push car but it had hardly gotten under way when one of the members in its complicated driveline system snapped. Mickey was back where he had been weeks before. The only difference was that now he knew that he and his car were fully capable of record-breaking speeds.

Mickey was faced with the problem that considerable time would be required to repair his car's driveline and the salt wouldn't be available to

him after Sunday because Donald Campbell's reservation began on Monday. He decided to return home with his car, make the repairs, and try again after Campbell had relinquished the salt. If Campbell didn't break Cobb's record he would still have a chance to fulfill his dreams. If Campbell did break Cobb's record, and from all indications he most assuredly would, all he could do would be to try to boost Campbell's record — that's all he could do.

Donald made two more runs on the 12th to test the improvements made to his car the previous week. The car still didn't suit him and it wasn't until the following Friday that Bluebird II was returned to the salt. On the first run, which was from the south to north, the car felt good and Donald pushed its speed up to approximately 300 mph. This was the maximum he was allowed to run because the tires on the car at that time were not designed for higher speeds. Technicians checked the car thoroughly and Donald began his return run.

Part of Bluebird II's equipment was a telemetering system that transmitted information from several critical points in the car to a receiver in one of the Land Rovers. The receiver was under constant surveillance whenever the car was running. One of the things the receiver showed was the car's speed.



Bill Martin, Burbank, Calif., Triumph motorcycle dealer, in his streamliner "Scat Cat." With 30.50 cubic inches doing pushing, the bike was nudging 140 mph when it got out of hand, fell onto its left side, and went sliding across the salt. Bill? Only scratched.



Mickey Thompson's Challenger I being prepared for trip to Wendover after suffering mechanical failure on one of its runs. The car had much more than its share of mechanical trouble this session but it was the condition of the salt that prompted Mickey to temporarily discontinue trying for the World's Land Speed record.

Compared to Bluebird II and Flying Caduceus, Challenger I is a small car. It differs from all the other cars that have tried for the Record this year by having its cockpit in the rear rather than at the front. This is the better driving position because it gives a driver the best viewpoint from which to judge a car's heading.



Shortly after Donald started his north to south run the telemetering equipment apparently went haywire. After the speed indicator climbed quickly to 240 mph as Bluebird II accelerated rapidly away from the Land Rover it suddenly jumped to over 360 mph and then moved back to zero. The reason for the failure soon became apparent as the technicians in the Land Rover drove down the course. Bluebird II had crashed, but badly.

Approximately 1.7 miles from where it had started its last run Blue-

bird II had started to veer slowly to the left of the oiled guide line it was following. Prior to this it had been running with its left front wheel practically on the line. Where the car started to veer left all four of its tires were leaving black marks on the salt, indicating severe acceleration. The car was slowly turning so that its nose was getting farther and farther from the guide line. From the widths of the marks on the salt, most of the car's weight was on its rear wheels. Marks left by the rear wheels continued to grow wider and those

left by the front wheels grew narrower. From all indications the car was well into the first turn of a spin when it rolled onto its right side and leaped into the air. This occurred approximately two-tenths of a mile from where the car first started to leave the guide line.

The next mark Bluebird II left on the salt was about 750 feet from the point where it tried to become an airplane. According to the pattern of marks made on the salt during the crash it was in the air at least five

CONTINUED ON PAGE 52

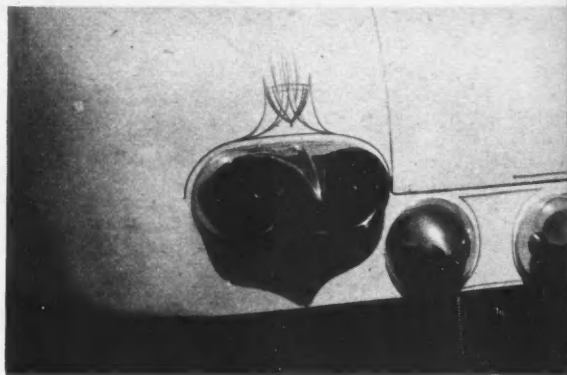
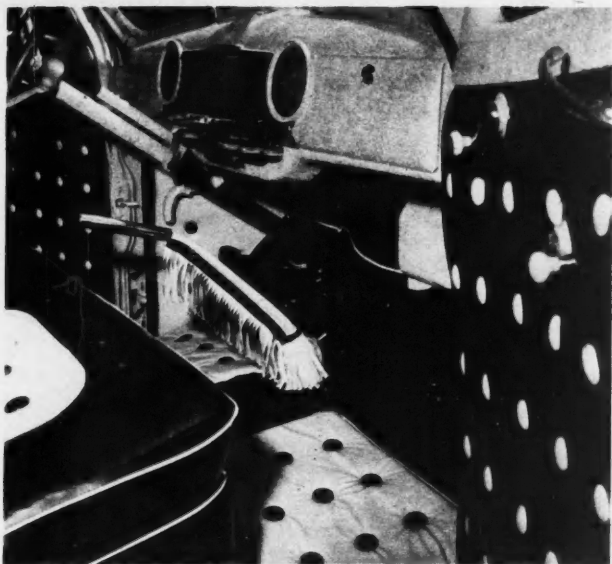
A CHEV FOR SHOW



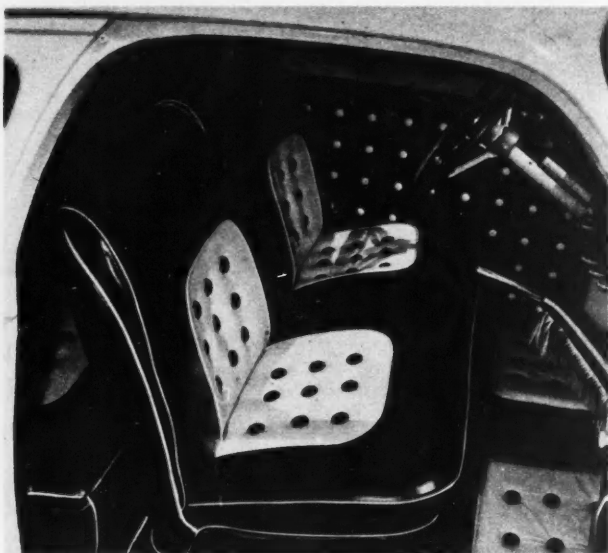
Louis Schindler of Phoenix, Arizona commissioned Bell Point and Custom Shop in Phoenix to follow his design in metal for his '47 Chevy coupe. The Chevy was driven every day and construction period lasted 2 1/2 years. Grille is '59-T-Bird mesh with nine chrome bullets and '46 Chevy grille bar. Front pan is rolled and six more bullets of various sizes were added for aerol use.



Front fenders accommodate frenched headlights. Majority of chrome glitter is removed save for the side hood piece which opens hood louvered to cool.



Above. Smooth is the word for metalwork. Fender is nicely molded to body which is virtually seamless. Taillights are borrowed from a later model Chev — the '58 version. Pan is rolled, has bullets.

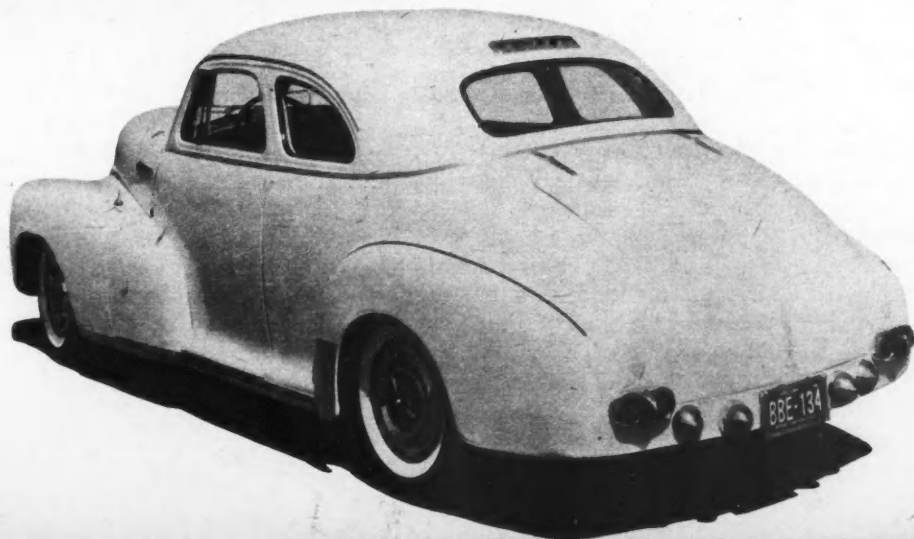


Left top. A glittered dashboard and polka dot upholstery. Stitching was needled by Irene's Trim Shop in Phoenix; motif is black with white button design and vice versa on some panels. Note shift.

Left. Unique use of varying contrasts is shown in this view of the front seat. Naugahyde material is used for covering; the seats were altered as well.

Rear quarter appearance of Chev is appealing. The top is updated with the installation of Impala roof scoop ala previous Car Craft "here's how" story.

Photos by George Barris



here's
how:



BONNEVILLE
TAILLIGHTS
ARE A NATURAL
FOR THE '60
CHEVROLETS

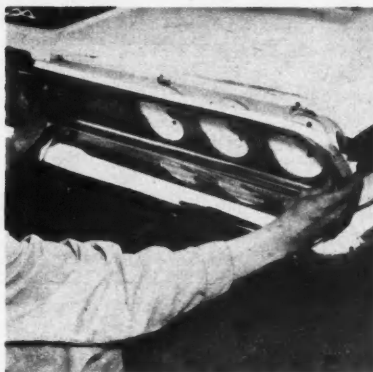


Photos by Bud Long

WHILE MANY CUSTOMIZERS have been leaning toward plastic lenses and the now popular Cad bullet lenses, Glendale, California's Karl Krumme, at his Custom Associates body shop, has given this '60 Chev a real treat. Replacing the stock Chevy lights with a pair of handsome Bonneville specials took but a few hours, a job anyone can accomplish with a minimum of tools and know-how. The center part of the Chev chrome trim contains three large holes from the trio of Chev lights, which the Bonneville lenses will not cover. This necessitated cutting out this center piece and replacing it with a strip of extruded aluminum. The end result appears original, but still retains that custom look because we all know, on second glance, that something has been added to the Chevy. This is the kind of treatment most are seeking, those inexpensive jobs that give customs a distinctive air, that one-of-a-kind styling. Custom Associates are the originators of the Six-in-a-row headlight styling recently covered by CAR CRAFT, and have promised additional pace-setting how-to-do-its for the future.



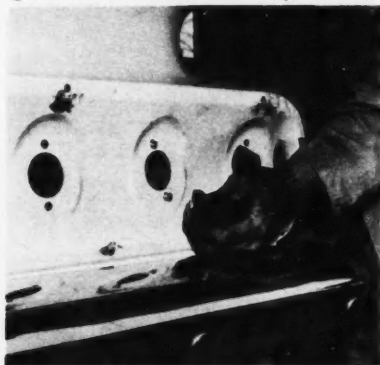
1. Remove 12 retaining nuts on taillights from within trunk compartment.



2. Next remove the stock chrome trim piece that backs up the Chev taillights.



3. Cut the Chevy light retaining bolts to approximately half of their length.



4. Replace these stock light rings on the inside of panel for bulb mounting.



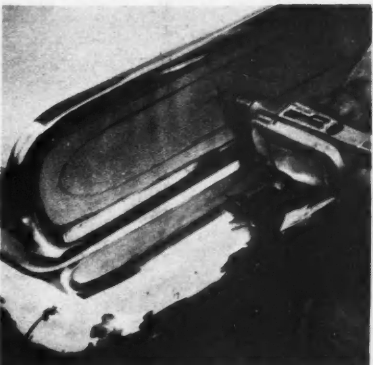
5. With aid of tin snips, remove complete center of Chevy light grillework.



6. Cut out new center piece for chrome light trim, slightly larger than opening.



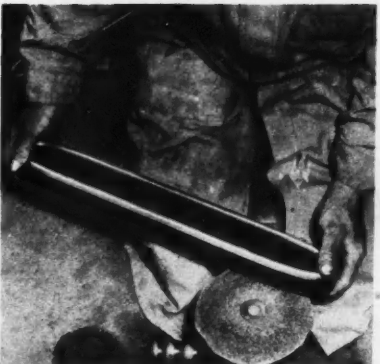
7. File inner edges of trim, replace, mark lens position, secure aluminum.



8. Locate light bulb centers in extruded aluminum panel and drill pilot holes.



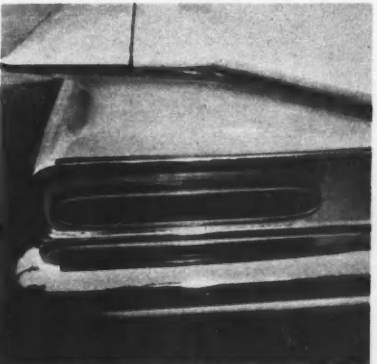
9. Using hole saw, cut through aluminum panel with enough room for lamps.



10. Grind away upper rear edge of '60 Bonneville lenses about $\frac{3}{16}$ ths in.



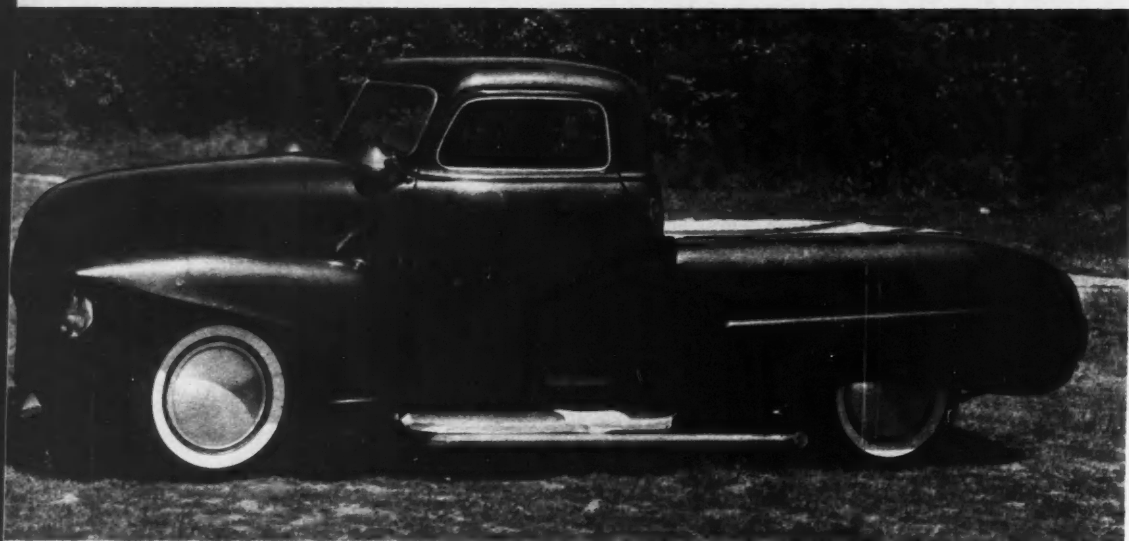
11. Drill small hole at each end of the new lens, position and drill into panel.



12. New Bonneville light with extruded aluminum backing gives wider look.

SHOWY SHOP HAULER

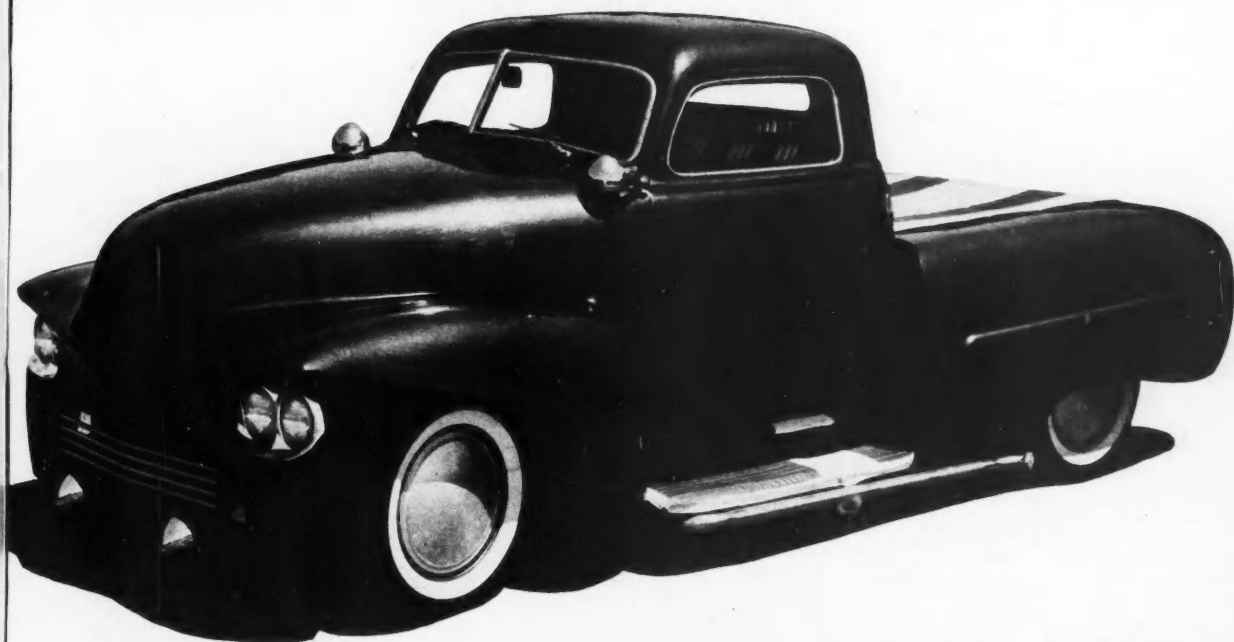
Radical pickup also serves as "work horse" for Bernardo's Body Shop



Wildest '48 GMC half-tonner (will travel) yet to appear on our pages is the end result of the Bernardo Bros.—Jim and George—work to produce distinctive and practical shop hauler. Candy Apple Red is the color hue for this Milford, Connecticut pickup; construction time was six months, expenditure of about \$2500 to build.



Headlight installation is recessed and components are '58 Chev quad units. Fender lip is extended four inches and the entire front end is molded. The trailing lip can be seen in photo above. Grille is simple tube bar in the square opening. The front pan is nicely rolled.



V-line front end is unique; workmanship is smooth through rolled wheel well flare. Hood is reshaped. Top has been chopped 5-inches, door handles removed. Ceed frame, 4-inch blocks lower trunk, allow everyday about town driving.

Auto Seat Rite in New Haven, Conn. stitched red, white and black Naugahyde upholstery over altered seats. Rugs are red, steering wheel cover is installed for showing of truck.

Roof has air scoop cut-in. Rear quarters and bed are completely new and original. Major components used are '52 Ford fenders and much sheet metal and torchwork. '50 Buick taillights are housed on frenched-in expanded screen grille.



Photos by John Eddy



¼-½ MIDGET BULLETIN BOARD

QMA NEWSLETTER

QM.A. HAS DIVIDED the United States into nine regions with a regional chairman for the association in each area. *Region 1:* Maine, Vermont, New Hampshire, Connecticut, Massachusetts and Rhode Island. *Region 2:* New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia and West Virginia. *Region 3:* North Carolina, South Carolina, Georgia, Florida and Alabama. *Region 4:* Wisconsin, Michigan, Illinois, Indiana, Ohio, Kentucky and Tennessee. *Region 5:* Texas, Oklahoma, Arkansas, Louisiana and Mississippi. *Region 6:* North Dakota, South Dakota, Minnesota, Nebraska, Iowa, Kansas and Missouri. *Region 7:* Wyoming, Utah, Colorado, Arizona and New Mexico. *Region 8:* California north of Fresno, Washington, Oregon, Idaho and Montana. *Region 9:* California south of Fresno and Nevada. We felt that it was necessary to divide California into two regions because of the large number of associations in the state.

As of this time the Chairman for Region 3 is Ronald Moore of Charleston, South Carolina. The Chairman for Region 5 is Dudley Pruitt of Dallas, Texas. It has been difficult to obtain good men for the Regional Chairmen, but by next month, we hope to be able to furnish you with a complete list of names and addresses. These Regional Chairmen will be forming their own committees for regional activities. If you are asked to assist, please give them your fullest cooperation. With this new Regional program, it is the plans of QMA to promote regional and inter-regional racing competition, thereby furthering the activity of quarter midgets.

For the past three years quarter midget families have looked to Phoenix, Arizona, and its big Christmas Nationals as regular as old St. Nick himself. This year, however, the holiday nationals have been moved to a new location. Hosting this popular vacation time event will be the National Quarter Midgets Inc. of San

Fernando, California. The big dates are December 31st and January 1st. Qualifying will be held on Saturday with a full day of national racing scheduled for Sunday commencing in the morning. The event is sanctioned by Quarter Midgets of America with QMA rules and specifications prevailing. All inquiries regarding entries and race information should be directed to National Quarter Midgets Inc., P.O. Box 549, San Fernando, California.

— John Dupree

Each month this column plans to feature information on various associations throughout the country. I would like to remind Q.M.A. members who have not furnished us with this information to please do so, so that we can feature your association in the future.

Region 8:

San Jose Quarter and Half Midget Association

Mailing Address: 529 Coakley Drive, San Jose 28, California

Track Address: 12860 So. First (Highway 101)

President: Bert Self

Race Days: Alternating weekends — Saturday one week — Sunday the next

Qualifying Time: Saturdays — 7 to 8:15 PM. Sundays — 4 to 5:30 PM

Classes: Stock through AA

Drivers Age: Six through Fourteen

Track Surface: Asphalt

Region 9:

S.O.C.O. Optimist Quarter Midget Racing Association

Mailing Address: 717 Santa Isabel Drive, San Diego

Track Address: Denny Way West of Magnolia Blvd. in El Cajon

President: Elmer Lish

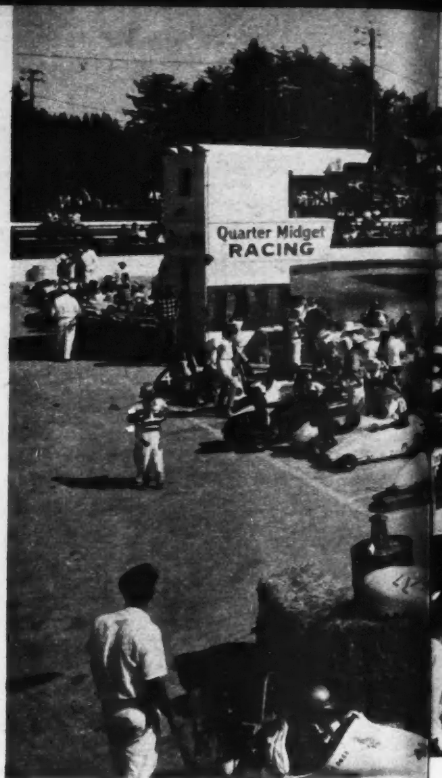
Race Days: Sundays

Qualifying Time: 12 to 1:30 PM

Classes: Stock through AA

Drivers Age: Four to Fifteen

Track Surface: Asphalt



Scene of the second annual Portland International Invitational QM Race of Champions was the fabulous Alpenrose Bowl. Nearly 160 entries were present for 2-day August championship races.

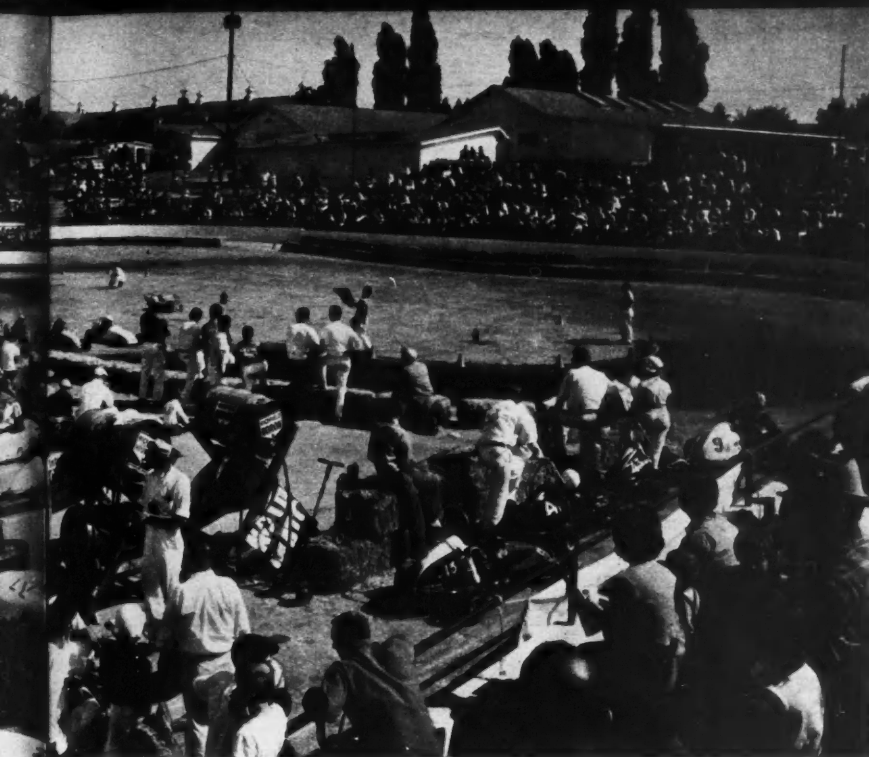
Photos by Pete Sukalac



Most unusual QM on the track was this special owned by Glenn Newton, Portland, Oregon. Connie mill is forward.



CAR CRAFT



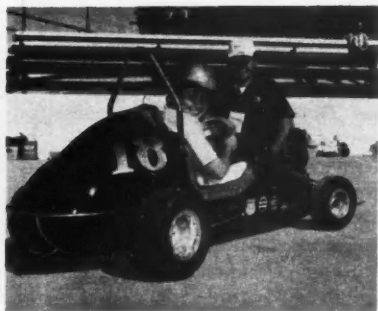
Enduring some of Portland's famed liquid sunshine, a few of the winners pose with their rewards. L to R front are: B. Polallus, M. Hurley, R. Wilson; L to R rear: R. Mourey, T. Cornell, J. Hutchenson. Many Calif. QMers attended meet.

PORTLAND INVITATIONALS

Alpenrose Bowl Hosts
2nd Annual
Northwest Championship



'59 NW Champ, Marit Meadows placed well in A, AA Fuel Mains. Mech Hack Gillis, PQMA pres Glenn Newton shown.



John and Dad Jack Kuramoto came from Calif. for meet. '58, '59 Natl. Champ took 2nd in AA Fuel dash, main.



Top dog of the Portland, Oregon meet was Rip De Cino, Covina, Calif., with top time and first spot in AA Fuel main.

Left. Alan Honore, Bellflower, Cal., and dad teamed to take Sr. B Modified main.

Right. From Calif., now of Portland, Bruce Polallus took Stock Main event.

Far right. Ricky Wilson, Portland, was 1st in Mod B dash, second in Main.



BONNEVILLE

different times. From the last point of contact it slid for nearly a quarter of a mile before it came to rest. The accident, from the time the car left the black line to its final resting point, covered seven-tenths of a mile.

The car shed many of its parts, including three wheels, during the crash; however, it retained all its exterior skin except those panels that were removable for inspection purposes. The primary structure remained intact, although bent and twisted. Damage to the cockpit in the car's nose amounted only to a slightly bent floor pan.

Donald came through the crash with what appeared at first to be only minor injuries. He had cuts and bruises but nothing that seemed to be serious. After he had been in the hospital for about a week it was discovered that he had a minor basal skull fracture. But after a crash of this sort a man is lucky to be alive. Donald told Mickey Thompson when Mickey visited him in the hospital that he was knocked unconscious when the car first went over. He knew absolutely nothing about what occurred during the accident. He said he was thankful for this because a man could die of fright during such an ordeal if he were to remain conscious. How true.

Bluebird II was damaged so badly in the crash that its sponsors are "writing it off." They said it would be easier to build a new car from scratch than it would be to try to repair this one. And that is what they plan to do. Unless something happens to change their plans, Bluebird III and Donald will be on the salt in 1961 to try again.

Many estimates have been made of the speed Bluebird II was traveling when it flipped but in view of the speed indicated by the telemetering equipment at the time of the crash and information obtained from one of the engine technicians it couldn't have been going more than 240 or 250 mph. The engine technician said that on paper the car would accelerate to 135 mph in the



Dr. Ostich's Flying Caduceus being given its final preparation for a run. Ray Brock, left, and John Ostich finish installation of the drag chute at rear of the car while Dr. Ostich and crewmember Allan Bradshaw check details at front of car.

first mile and to 270 mph at the end of the second mile. Because the car traveled only 1.7 miles this places an estimate of 240 to 250 mph at the time of the crash very close to a realistic figure.

Since time began one man's bad luck has been another's good luck. Imagine, if you can, how Mickey Thompson felt when he heard that Bluebird II had been eliminated from the race for the World's Record. No one who has good sense, no matter how eager he may be to be first, enjoys a competitor's bad luck, especially when it results in physical harm to the competitor, but what will be will be. Mickey had been given a reprieve. He could still be the first to establish a new World's Record. Back to the salt.

Mickey and Challenger I were on the salt again, ready to run, at sunup Tuesday, September 20. Their first run, a few minutes later, was clocked by USAC officials at 371 mph. The car was having traction problems again and when Mickey saw that engine speed wasn't building up as it should he shut off in the middle of the mile timing trap.

Difficulties with the blowers on the two front engines delayed the next run until shortly before noon. The

car was clocked at 368 mph. The trouble on this run was that the transmission for the right front engine hadn't shifted into high gear. As a consequence, the engine ran freely at full throttle and finally blew. Running at full throttle, unloaded, is brutal treatment for any engine, especially one that has a 6-71 blower. The engine's crankshaft and several of its connecting rods broke. Mickey said that this was the first engine failure the car had experienced. Actually, the failure couldn't be attributed to the engine because it was the fault of the transmission.

Mickey was ready to go again at sunup the next morning. Wind conditions prevented his making a run until 11:20. His speed was 312 miles per hour; traction was still the problem. Even the slightest pressure on the accelerator caused the car's tires to break loose from the salt. Mickey said that front wheel slippage didn't bother him too much but when the rear wheels started to break loose, that was it.

After a short conference with his sponsors Mickey announced that conditions of the salt were forcing him to discontinue his attempt for the record at this time. The car was running perfectly and he knows it has

more than enough power to do the job. The problem is getting the power to the salt. He wants the record more than he has wanted anything in his life but he is smart enough to realize that the law of averages takes its toll of those who continue to taunt it by continuing to do such foolish things as driving a car at speeds in excess of 300 mph on a slippery surface.

Mickey didn't say whether he would be back or not. My guess is that he will. After coming so close to fulfilling a lifetime dream, as he did the day he ran 406 mph, it's going to be difficult for him to stay away from Bonneville if and when the condition of the salt makes it possible for his car to get the traction it needs. This probably won't be this year but it might be next year or even the following year.

Weather permitting, Doctor Ostich and Art Arfons will undoubtedly try again for the record within the next few weeks. Perhaps one of them has a brand of luck different than that of Athol Graham, Donald Campbell, and Mickey Thompson.

The four big blown engines in Mickey Thompson's car and the entire chassis got a thorough checking-over at end of each run. Here, Dick Jones, Champion spark plug rep, and Fritz Voight, car's able crew chief, discuss problems.



NOW 1961 HOT ROD ANNUAL

You don't have to be a mechanical marvel with this book at your side... engine modifications are fun and easy. Here's a sample of the material you'll find in this single publication: ENGINE REWORKING; ENGINE SWAPPING; ELECTRICAL CIRCUITS; AUTOMATIC & SYNCROMESH TRANSMISSIONS; FLOOR SHIFT CONVERSIONS; COMPETITION CLUTCHES; READY-MADE ROD PARTS; CARBURETION SYSTEMS; FUEL INJECTION; BLOWERS. If you're looking for news on rods, look no further.

TREND BOOKS

5959 Hollywood Blvd., Los Angeles 28, Calif.
Enclosed is 85¢ (covers mail and handling charges); Send me the 1961 HOT ROD ANNUAL TODAY! TB-198

CC-161

75¢

AT YOUR
NEWSSTAND
NOW!

NAME _____

(please print)

ADDRESS _____

CITY _____

ZONE _____

STATE _____

**I'LL SAVE YOU MONEY on All
your AUTOMOTIVE NEEDS!**

**Just Mail Coupon for My Giant 404 Page,
100,000 Item, 1961 Catalog!**



**It's FREE
SAVES YOU UP TO 50%**

It's ready for you... the world's largest and most complete auto equipment buying guide catalog... the giant 404 page catalog that SAVES YOU UP TO 50% on ALL your automotive needs! It lists and illustrates thousands of parts and accessories for every car, truck, station wagon, hot rod, custom car, and dragster, as well as foreign and sports cars, and Model "A" Fords. Everything for early models to brand-new 1961 models... truly the greatest selection ever offered anywhere!

J. C. Whitney's catalog features the latest in Hollywood and Custom equipment, new hi-speed and racing parts, speedy karts and "must" accessories, in addition to hard-to-find exact replacement parts for old and current models alike! Everything the car owner needs and wants, ready for "armchair" ordering. Buy direct by mail from Whitney and SAVE MONEY! Our tremendous buying power and huge volume enable us to cut prices to rock bottom. You actually save up to 50% and more! We stock over 100,000 items, ready for immediate shipment—with new, improved facilities to speed up service on every order. Buy with complete confidence—your satisfaction guaranteed on every order or your money back!

Just send us the coupon below for your FREE copy of our new 1961 catalog. Please enclose 25¢ in coin to help pay part of the handling and mailing costs (refunded on first \$5.00 order). Don't delay—see what's new for 1961 in the automotive field in this bargain-packed, fully illustrated book. Send for your copy now!



OVER 100,000 ITEMS TO CHOOSE FROM

No matter what make, year, or model of car you drive... domestic, compact, foreign, sports, hot rod or custom... we have the part or accessory you are looking for included in our unequalled selection. Regardless what your automotive needs may be, check J. C. Whitney's giant catalog first... now bigger and better than ever before.

FREE CATALOG COUPON

J. C. WHITNEY & CO.
1917 (C-1) Archer Avenue, Chicago 16, Ill.
Please rush your giant 404-page 1961 Catalog describing world's most complete line of auto parts and accessories—over 100,000 items at lowest prices. (Please enclose 25¢ to cover part of cost, which will be credited to you on first \$5.00 order.)

Name _____

Address _____

City _____

Zone _____

State _____



WHAT'S YOUR PROBLEM?



By Don Francisco

PEOPLE STILL BUY THEM

Dear Don:

I have just purchased a 1955 Chevrolet that has a six-cylinder engine. The engine runs very well and doesn't burn any oil. However, I would like to know how I can get more power and go out of it. The transmission is standard and in very good shape. Financially I could not afford an engine swap but I can afford some modifications.

I would be very grateful for any information you can give me on this point.

— Jeff Grayson
Jackson Heights, N. Y.

I suggest you write to McGurk Engineering Co., 13226 Halldale Ave., Gardena, Calif., for their six-cylinder Chevrolet engine manual. This little booklet costs fifty cents but it contains considerable reworking information for Chevy-six engines. Included with it are catalog sheets for the different items McGurk makes for these engines. He has some goodies that aren't too expensive and that can provide an appreciable performance increase for your car.

STORE WITH CARE

Dear Don:

I have four hardly used Firestone Bonneville tires that I bought this year for the Nationals. I want to use the tires again next year but I don't know what to do with them between now and then so they will remain in good condition. What is the best way to store tires of this type so they will last as long as possible?

— Chuck Baker
Los Angeles, Calif.

The most important thing about storing tires is to protect them from air, support them so that their tread surfaces aren't in contact with the floor or carrying a load, and to keep them away from electrical equipment.

If the tires are to be left on their wheels, deflate them to a pressure of approximately 20 pounds. Clean their outer surfaces thoroughly to

remove salt and dirt and then sprinkle fine dusting powder on all their exposed surfaces. This powder has a mica base; it is available from tire service stations. In the event that dusting powder isn't available, use ordinary talcum powder. The purpose of the dusting powder is to form a protective coating on the rubber that will shield the rubber from air. Wrap the wheel and tire assemblies in plastic to further protect the tires from the air and then hang the wheels in some manner so that the tires aren't touching anything. If at all possible hang the assemblies in a place where the sun can't shine on them.

The reason rubber products shouldn't be stored near electrical appliances is that the ozone that surrounds such appliances has a deteriorating effect on rubber.

Tires that are not on wheels should be treated in the same manner as those that are with the additional precaution of treating their inner surfaces as well as their outer surfaces with dusting powder.

Tires, and their inner tubes, stored in this manner will have a useful aging life of four to five years.

BLOWER VOLUME

Dear Don:

What does a guy mean when he talks about blower "volume"? I know a blower is a supercharger and that its purpose is to force air into an engine to make the engine develop more horsepower but I've never heard this volume thing mentioned before.

— Dennis LaBonge
Los Angeles, Calif.

I don't know what the guy to whom you were listening meant when he referred to blower volume, but if I had to talk or write about the subject I would be referring to the amount of air the blower delivered during a specific period of time. Blower volume is usually measured in cubic feet per minute.

A blower's volume depends on many things. Among these are the blower's type, size, the speed at which it is operated, and its efficiency.

Blowers are made in two general types. These are positive displacement and centrifugal. Positive displacement types get their name from the fact that they deliver approximately the same volume of air per revolution regardless of the speed at which their impellers are rotated. However, all positive displacement blowers have a speed at which their output volume per revolution is at a maximum. This is called the blower's speed of maximum "volumetric efficiency." At speeds above and below this speed output volume will be less. The rate at which volumetric efficiency falls off depends on many factors.

The output volume of centrifugal superchargers depends primarily on the speed at which their impeller is rotated. The output increases, to a point, as the speed of impeller rotation increases.

A blower's size affects its output volume simply because large rotors or impellers can move more air than smaller ones.

A blower's efficiency depends on how easily air can get in and out of it. Efficiency is also affected by the pressure the blower must deliver because leakage of air from the high-pressure side of rotors or impellers to the low-pressure

side becomes greater as the pressure on the output side becomes greater.

This is a very light skim off the top of supercharger theory but it should give you some idea of what a guy means when he mentions blower volume.

SAD CASE

Dear Don:

I own a 1956 Chevy V8, with automatic transmission. I've had the car for a year and driven it 10,000 miles.

The day before I went on my vacation I had the valves in the car's engine ground. This was recommended by the mechanic I took my car to for a checkup. He said there was a burned valve in the engine. This was found to be true.

I left on a trip and after about 200 miles the engine stopped while I was driving. I tried to restart it but it just squeaked. I checked the oil. Nothing showed on the dipstick. After the engine cooled I added three quarts of oil to bring it to full and tried starting it but it still failed to start.

I got the car to a garage and had the engine torn down. The rod and main bearings were ruined. The bearings were replaced, along with the piston rings. The mechanic that tore the engine down this time said that the rear gasket was missing from the manifold that sets on top of the engine block. He said this might have caused the oil to be blown out of the crankcase. The job cost me \$150 plus \$10 for towing.

I talked to the people that did the valve job about the missing gasket and they said the engine wouldn't have started if the gasket had been missing, and that poor rings caused the oil to be thrown out of the crankcase.

The questions I'd like answered are these:

Question: Would the engine run right if this gasket were missing?

Answer: Yes.

Question: If the engine did run, would this missing gasket cause the oil to be thrown out?

Answer: The missing gasket couldn't cause the oil to be thrown out but it would leave a gap between the intake manifold and the cylinder block through which oil could escape. The purpose of the gasket at this point is to prevent oil in the engine's valve lifter and pushrod chamber from escaping.

Question: Would poor rings cause the oil to be thrown out after a valve job?

Answer: Worn piston rings can allow oil to be

forced into the combustion chambers on intake strokes and be consumed on the following power strokes. If rings are worn badly enough they can allow compression and combustion pressures to pass the pistons and enter the crankcase. Pressures that pass the pistons in this manner is called "blowby." Blowby, if it is great enough, can cause oil to be forced past the seals at the front and rear ends of the crankshaft and be lost from the engine. However, the engine has breather openings through which this pressure can escape. These openings would have to be either completely or nearly completely clogged to allow the pressure in the crankcase to build up to the point where it would force the oil past the seals.

It shouldn't have been difficult to determine how the oil escaped from the engine. Three or four quarts of oil cannot disappear through an opening left by a missing gasket without leaving some trace. The rear of the engine and the car's firewall should have been well soaked. An engine that uses four quarts of oil in 200 miles by burning it in the combustion chambers would leave a trail of blue smoke that even the most inattentive driver would notice. Oil blown past crankshaft front and rear seals would also leave tell-tail trails.

It seems strange that if the rings were worn to the extent that the engine would use a quart of oil in fifty miles that the mechanic who told you the engine needed a valve job wouldn't also have known that it needed a ring job.

This letter was written by Donald Krankbala, Milwaukee, Wisc.

STATEMENT OF OWNERSHIP

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, JULY 2, 1946 AND JUNE 11, 1960 (74 STAT. 208) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF CAR CRAFT MAGAZINE, published monthly at Los Angeles, California for October 1, 1960.

1. The names and addresses of the publisher, editor, and business managers are:

Publisher: R. E. Petersen, 5959 Hollywood Blvd., Los Angeles, Calif.

Editor: Dick Day, 5959 Hollywood Blvd., Los Angeles, Calif.

Managing Editor: Don Evans, 5959 Hollywood Blvd., Los Angeles, Calif.

Business managers: none.

2. The owner is: (if owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.)

Petersen Publishing Co., 5959 Hollywood Blvd., Los Angeles, Calif.

R. E. Petersen, 5959 Hollywood Blvd., Los Angeles, Calif.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relationship, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required by the act of June 11, 1960 to be included in all statements regardless of frequency of issue.) 175,502.

R. E. PETERSEN
(Publisher and Owner)

Sworn to and subscribed before me this 30th day of September, 1960.

J. A. THOMPSON
(My commission expires May 24, 1962)

JANUARY, 1961

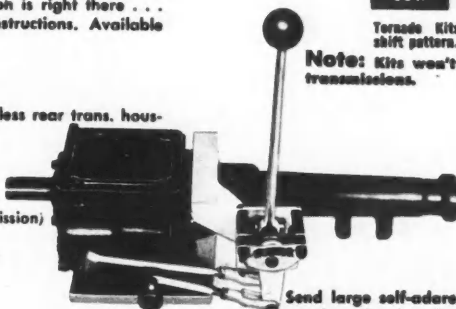
SHIFT FASTER

RUGGED . . . HEAVY DUTY! Spring Loaded

convert from column shift to the world's fastest floor shift!

Easy-to-install Tornado Conversion Kits contain complete linkage as shown. Everything you need to connect your transmission is right there . . . plus simple installation instructions. Available for these cars:

- 1960 Falcon
- 1939-48 Cad & LaSalle (unless rear trans. housing is altered)
- 1939-60 Ford & Merc
- 1958 Pontiac (small transmission)
- 1959-60 Pontiac (big transmission)
- 1946-51 Lincoln
- 1948-56 Stude Commander
- 1947-57 Chev Champion
- 1949-60 Chev
- 1949-50 Olds



Send large self-addressed stamped envelope for free brochure.
HOW TO ORDER: Specify year & model car, also if overdrive or not. Enclose \$7.50 dep. (incl. c.o.d.).

Rev 2nd
\$34.95
including shift lever and knob
f.o.b. Oakland.
Shpg. wt. 7 lbs.

Low High

Tornado Kits have standard shift patterns.

Note: Kits won't fit automatic transmissions.

Write Dept. C-1

Lee's SPEED SHOP

1143 E. 37th St. OAKLAND 6, CALIF.
PHONE TEmporary 2-9686

"MOUSE" MONSTER SHIRTS

For Christmas

AIRBRUSHED IN 15 DIFFERENT COLORS! FLOURESCENT YET! ANY DESIGN YOU CAN THINK OF OR SEND FOR *Mouses Catalog* AND PICK ONE OF HIS FABULOUS DESIGNS! BEST QUALITY SHIRTS! WASHABLE

SMALL, MED. LARGE

CATALOG \$5.00

SHIRT \$5.95



"Mouse" Studios 9901 Meyers Det. 27, Mich. KK-1

Learn CARBURETOR and IGNITION



SCIENTIFIC MOTOR TUNE-UP

Train at home for a career in this well-paying interesting field. Learn testing and adjusting with latest type scientific equipment. The demand for qualified men in this field is increasing due to greater number of cars on the road today.

FREE SAMPLE LESSON

Get in line for a raise—or more profits in your own shop. The field is wide open and highly inviting.

SEND TODAY FOR FREE CATALOG AND SAMPLE LESSON

Accredited Member, National Home Study Council
UTILITIES ENGINEERING INSTITUTE
417 South Dearborn, Dept. M 518 • Chicago 5, Illinois

WELD

BRAZE

CUT

SOLDER

4 WAY
ONLY
\$14.75
f.o.b. factory
WELDER

Complete with Twin Carbon Arc Torch and accessories . . . to handle all metal-craft work.

Acclaimed by thousands of stock, hot rod and customizing enthusiasts as the welder of 1001 uses. Easily operated from properly wired 110 volt AC or DC line. The ideal gift with a life-long use. Order today on 10 day money back guarantee. Send only \$3.00. balance COD plus charges. Literature on larger equipment on request.

FOUR-WAY WELDER COMPANY

Dept. F64-A, 1810 S. Federal St., Chicago 16, Illinois

Ansen POSI-SHIFT

THE ORIGINAL FLOOR STICK SHIFT CONVERSION KIT

USES THE ENGINEERED, TRIED-AND-PROVEN "H" PATTERN

Over 100 different models — designed for ALL cars. Accept NO substitute, and don't let price deceive you! All parts in the ANSEN POSI-SHIFT are NEW, hardened, plated and GUARANTEED against wearing or breakage.

NO EXTRAS needed to install — just hand tools and about one hour in time.

DELUXE model (Spring-loaded) \$49.95 ea.
Plus \$3.00 excise tax.

DELUXE SELECTOR model
(for selector-type trans. only) \$54.95 ea.
Plus \$3.30 excise tax.

FLASH!!! ANSEN POSI-SHIFTS are now available for most popular compacts. Be the first to convert!

Standard Model



STANDARD MODEL — NOW SPRING-LOADED

Uses Standard "H"-Pattern shifting. All parts are Cad-plated. Chrome Hold-Down Plate and Rubber Boot are not included in the Kit. Will out-perform all competitively-priced models, but for the ULTIMATE, the DELUXE Kit is recommended.

STANDARD Model is NOT MADE for all cars.

Price — \$32.95 ea.

Send to ANSEN AUTOMOTIVE, 6317 So. Normandie Ave., Los Angeles 44, Calif., PL 2-4178 or

WRITE TO DEALERS LISTED BELOW FOR FREE LITERATURE

JET AUTO SUPPLY
1772 86th Street
Brooklyn 14, N. Y.
Phone: CL 6-0759

SERVICE CENTER
15729 So. Atlantic Ave.
Compton, California
Phone: NE 5-8368

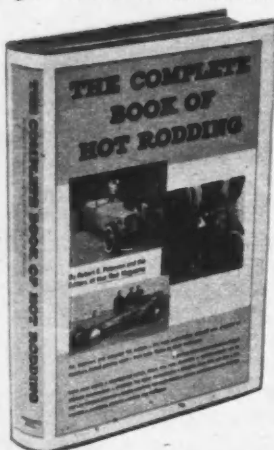
CALIFORNIA SPEED & SPORT
298 Jersey Ave.
New Brunswick, N. J.
Phone: KI 5-0311

ROCCO & CHEATER'S
316 1st Ave. North
Birmingham, Ala.
Phone: FA 4-1931

CC-1

NOW! The Complete Book of Hot Rodding

Use it as a master reference to provide you with scores of ideas you can use. See this great book for the latest information on:



\$5.95
POSTPAID
CLIP AND
MAIL TODAY!

- Tackling The World's Engines
- The True Facts About Horsepower
- More Horsepower From Your Engine
- Valves In Your Engine
- The Latest In Engine Carburation
- Your Engine's Electrical System
- Engine Balancing
- Facts On Higher Compression
- Fuel Injection
- Engine Swapping For More Power
- Choosing The Right Transmission
- Building Your Own Hot Rod
- ABC's Of Trouble Shooting
- Racing Tire Problems
- Supercharging For Performance

★★★ Plus a thorough alphabetical index and special glossary of all the basic technical terms. ★★★

OVER 200 PAGES JAMMED WITH HOW, WHAT AND WHYS OF HOT RODDING... THE MOST EXCITING ROD MATERIAL EVER COMPILED IN ONE GREAT VOLUME!

PETERSEN PUBLISHING CO., 5939 Hollywood Blvd., Los Angeles 28, Calif.

CC-161

Enclosed is \$_____ @ \$5.95 each postpaid. Please send me _____ copies of THE COMPLETE BOOK OF HOT RODDING.

NAME _____
(please print)

ADDRESS _____

CITY _____ ZONE _____ STATE _____



CUSTOM QUERIES

George Barris

BARRIS KUSTOM SHOP

WINDSHIELD AND WHEEL

Dear George:

I would greatly appreciate receiving an answer for the following questions. I own a 1951 Chevrolet Convertible.

1. What 1-piece windshield can I install in the Chevy without altering the windshield frame or molding?

2. I would like to install a new steering wheel. What would fit, including self-cancelling turn signals?

I have the externally mounted self-cancelling turn-signals on it now.

— Fred Zendarski
Pittsburgh 12, Pa.

For the one-piece windshield, use a '50 Olds 88 glass, while the answer to your second question can be found with a '53 Oldsmobile Starfire wheel.

SECTIONING A PICKUP

Dear George:

I am currently engaged in customizing my '53 Ford ½ ton pickup, and am in great need of your assistance. I'm about to section it 4", and I'm afraid the hood is going to be a problem when I go to weld it back together, without getting any unsightly bulges. Also the cowl will be a little troublesome, particularly the upper door hinge bracket. It falls directly in line where the 4" is to be sectioned. I'm not worried about the doors themselves or the rest of the cab. At the present moment, the trunk is stripped down to the cab, chassis, and '56 Chrysler mill.

I have carefully thought about sectioning it and have considered just about every angle and the only thing that will prevent it is the above mentioned. I can do body work and Oxy-Acetylene welding, and I've got the nerve to start cutting into the body (with a hack saw, of course!).

In sectioning the cab, I plan to leave a 1" overlap on the firewall and back of the cab. Doing this will hold

the cab securely together while I proceed to weld it. I will do this with the doors also, but instead only leave an overlap in the four corners, with which to attach the sheet metal screws.

With the hood a few "V" cuts in the right places should do the trick. The hood hinges also will be in the area to be sectioned.

Well that's the story in a pickup bed and I would appreciate any help you can give me. After I section it, and I have confidence I will, I may cant the front fenders, and possibly have it chopped very mildly.

Any helpful hints here also will be a great help. Thank you.

—Sam Caponi
Valley Stream, N.Y.

I think you're on the right track and if you follow through with your plans and bear in mind the proper methods, you'll not have any trouble. But you will probably have to shrink the metal in some places where there will undoubtedly be some warpage. Probably the most important advice that I can give you at this time is to thoroughly study and map-out your operations. And above all, measure EVERYTHING very closely and several times before you start to cut. This insurance will mean that everything will fit right and that the cuts will be exact. This is probably the stumbling block of many such sectioning jobs.

REAR END FOR A '58

Dear George:

I have a '58 Ford Fairlane "500" which I am working on. I have the grille done up with round cabinet handles mounted on a blue "Kolor Krome" mesh. I am pleased with its appearance, simple yet attractive. The rear end puzzles me, with those four taillights strung across the deck. I have no ideas what to do. What would you suggest? Also could the stock dummy scoop in the hood be molded in and made functional?

—Richard Uravitch
Goldsboro, N.C.

You can use the taillights from a '60 Comet on the back of your '58 Ford. We have seen many variations with this rear end because of the large area in which you can install these lights. Perhaps you would like to put in some Cad lenses or maybe the long slim Pontiac assemblies that are similar in design to the Comet lights. You can make a backing plate of mesh screen, or metal depending on what appearance you desire. The area is so versatile that you can't possibly go very far afield.

If I were doing the job, I would cut the scoop to make it functional and perhaps extend the lip. At any rate, I would use round rod to french the opening.

NEW EL CAMINO GRILLE

Dear George:

I have a 1960 El Camino and do not like the grille. Do you have any suggestions as to a grille that will fit without too much trouble?

—Gary Curry
Gardena, California

I personally like the tube grille for the El Camino. I've seen a lot of them and these units appear to me to be the best. However, they are extremely popular and are bound to be seen often. In fact, nearly every El Camino in the California area that is customized mildly has this unit. So, if you want something different, adapt a '60 Oldsmobile assembly to your pickup. I don't think you'll have to do much to make it fit and it bolts right in.

TWO CHEVS

Dear George:

I want to customize my two Chevrolets. I have a '52 and a '59 and the same problems bother me for both. Namely: what grille and what taillight for each? I hope you can help me.

—Joe Chilton
Pevely, Mo.

I doubt if you want to go into really detailed working over of these two items on both cars. About the simplest for the '52 is a '54 Pontiac grille assembly and '59 Corvette taillights. For the '59 model use a '60 Mercury grille and '57 Chrysler station wagon taillights.

PONTIAC PROBLEMS

Dear George:

I am the owner of a '57 Pontiac Bonneville convertible and want to customize it. I don't want anything radical, but just something that is sort of a conversation piece.

Do you have any ideas that I could use for the grille and the taillights? I don't want to spend much time or money on the alterations.

—Tim Donovan
Quincy, Mass.

You have a nice car to start with and I think that the following modifications should do the job right and help you achieve that 'conversation piece'. Use a '59 Buick grille assembly. You'll find that there is little work involved with this, but the initial outlay of money (if you have to buy a new one) might stop you, but it is well worth it. For taillights, adapt two '56 Buick lenses to your Bonneville. Cut and trim them to fit together, two to a side, and install them in the stock position.

RAMCOTE

FLEXIBLE UPHOLSTERY FINISHES

Restore nu-life and color to faded, soiled car, plane or boat upholstery! Seats, headliners, sidepanels, convertible tops, cloth rugs and rubber floor mats will have that original look again. Easily applied brush or spray. Won't chip or peel. Fadeproof. You can change color too! THE ONLY PRODUCT OF ITS KIND AWARDED THE MOTOR TREND SEAL OF APPROVAL. Write for free information, color chart and dealer location.

RAMCOTE PRODUCTS DEPT. CC-1

HOWARD'S ALUMINUM RODS

FOR ALL OHV's Designed for
—Forged by Alcoa Competition



Lighter... Stronger... and made to dissipate heat. Used by top contenders — Gas and Fuel — all types of competition.

SET of 8

CHEVY\$139.95
OTHER OHV \$179.50
(Plus 8% Excise Tax)

Send for informative literature on tests

HOWARD'S RACING CAMS
10122 South Main St., Dept. CC-1
Los Angeles, Calif. Phone: PL 5-1168

MOON EQUIPPED

YOU GOT IT ALL

YOU NAME IT, IT'S IN THE 1961 MOON CATALOG

Send \$1.00 (refundable with order) TODAY!

MOON EQUIPMENT CO. 10820 S. Norwalk Blvd.
Santa Fe Springs 20, Calif.

ELECTRIC WELD - BRAZE & CUT

REPAIR MOST EVERYTHING MADE OF METAL



Home appliances, auto parts, farm-garden equipment, toys, make and repair playground equipment, lawn chairs, tables, ornamental iron work, gates, wagons, etc. Solder, heat, bend and straighten with terrific heat from arc torch. Cut and weld up to 1/4" steel plate. A million uses for Home, auto, farm, inventors, factories, etc. Works from any home 110 volt plug-in. Complete with dark welders mask, arc torch, supply of welding and brazing rods. Solder, flux, complete Welding Instruction Book. Attractive—portable—efficient 1 yr. guarantee. Wt. 4 lbs.

SEND ONLY \$3.00 (cash, c.k. m.o.) and pay postman \$9.95 plus C.O.D. (plus on arrival or send \$12.95 for P. Paid Delivery. Ideal gift for mechanically minded home owners, relatives, friends.

Order now for early delivery. Available only from:

MIDWAY WELDER, Dept. DQG-1, Kearney, Neb.

GENUINE MINK MIRROR MUFFS

Be the first to own this distinctive, luxurious, mink mirror muff. Fits all rearview mirrors. It's original, it's genuine, a wonderful gift. Only \$5.00. (Also available, real mink steering wheel cover. \$25.00) Colors: White—Lutecia Mink, Silver Blu, Brown (ranch) Mink. Send check or money order. Abbi Mfg. Co., Box 111, Dept. 101, Bklyn 16, N. Y.

Get into Good Paying AUTO BODY and FENDER WORK



Big demand in Auto Body and Fender work. Start training now at home for good pay work. U.E.I. Training covers metal work, welding, painting, etc. Behind U. E. I. TRAINING is a large national organization. Write today for FREE facts—no obligation. Accredited Member, National Home Study Council.

Write for facts

UTILITIES ENGINEERING INSTITUTE

423 So. Dearborn St., Dept. A 521, Chicago 5, Illinois



BUBBLE SKIRTS

DOES IT AGAIN

DO IT YOURSELF SKIRT PLANS

Materials readily available in most locations. Complete plans, specifications and clear instructions for only \$2.00.

Also included with every instruction booklet a complete catalogue of price for all parts necessary for making your own BUBBLE SKIRTS.

Mail \$2.00 to: CHRIS BUBBLE SKIRTS
5401 West Warren, Detroit, Michigan



JACKET EMBLEMS

LADY LUCK

4" Full Emblems — 25¢

7" Full Emblems — 1.00

10" Full Emblems — 1.00

Decals available in same sizes at the same price.

Specify when ordering.

PERSONAL NAME EMBLEMS

Send \$2.00 for 100

—for NEW completely illustrated catalog, emblems, and accessories—

25¢

P. O. Box 60

Calver City 13, Calif.

PORTABLE GARAGE



\$8.95 (Formerly \$10.95)

Fits all makes and models.

Protect against Rain.

Dust, Snow, and Sun. Made of vinyl plastic. Elasticized bottom holds securely.

Direct from mfr: Enclose check or money order for \$8.95+65¢ postage.

EXTRA HEAVY PLASTIC GARAGE \$10.95-\$1 post.

MARDO SALES CORP., Dept. T, Box 78, Whitehouse 57, NY



LEWIS COMPETITION BODIES

Replace your outdated QM shell with a Lewis competition shell. Ultra light fiberglass shell includes bucket seat and pan. Record holding combs and engines by Duke La Rue. Plans on how to build QM frame \$1.00. Send 25¢ for catalog.



Lewis Quarter Midget Center,

120 E. 6th St.
Azusa, Calif.
ED 4-6011.

BREATHERS —

FOR ANY ENGINE
RUGGED—DEPENDABLE
A NECESSITY

Dealers invited

SEND FOR FREE LITERATURE

STELLING &
HELLINGS CO.

2800 W. Burbank Blvd.,
Burbank 2, Calif.



Next month in CAR CRAFT

**WATCH FOR THE
SPECIAL REPORT
ON THE TOP 10
CUSTOMS OF THE
YEAR
JANUARY 5th**

AT YOUR
NEWSSTAND

COMING EVENTS

NHRA DRAG SCHEDULE

Dothan, Ala. — Napier Drag Strip.
East Gadsden, Ala. — Green Valley Timing Assn.
El Mirage, Ariz. — 2nd & 4th Sat. night. Phoenix Drag Strip.
Phoenix, Ariz. — 1st & 3rd Sat. night. Deer Valley Dragway.
Little Rock, Ark. — 1st & 3rd Sun. Mid South Timing Assn.
Colton, Calif. — Every Saturday night, Colton Drag Strip.
Eureka, Calif. — 2nd & 4th Sun. Humboldt Timing Assn.
Holtville, Calif. — Reopen Sept. Imperial Valley Timing Assn.
Inyokern, Calif. — Reopen October. Dust Devils Club.
Madera, Calif. — 2nd Sun. Madera Clutchers, Inc.
Oroville, Calif. — 2nd Sun. Clutchers, Inc.
Pomona, Calif. — every Sunday; Pomona Valley Timing Assn.
Redding, Calif. — 3rd Sunday each month. Shasta Roadsters.
San Luis Obispo, Calif. — 3rd Sun. San Luis Obispo Co. Timing Assn.
Santa Maria, Calif. — 1st Sun. Dragons, Inc.
Visalia, Calif. — 4th Sun. Vapor Trailers.
Grand Junction, Colo. — Every other Sun. Grand Junction Hot Rod Council.
Davie, Fla. — 2nd & 4th Sun. Broward Auto Club.
Miami, Fla. — 1st & 3rd Sun. South Fla. Timing Assn.
Green Cove Springs, Fla. — Every Sun. Thunderbolt, Inc.
Kissimmee, Fla. — 1st Sun. Central Fla. Timing Assn.
Augusta, Ga. — Every Sunday, Augusta International Speedway.
Covington, Ga. — Newton County Drag Strip. 4th Sun.
Sterling-Rock Falls, Ill. — Every Sun. — '88' Dragway.
Sioux City, Iowa — Ev. Sun. Sioux City Strollers.
Muncie, Ind. — Every Sunday, Muncie Dragway.
Coffeyville, Kans. — 1st & 3rd Sun. Coffey Grinders Hot Rod Club.
Mansfield, La. — 3rd Sun. each month. Ark.-La.-Tex. Timing Assn.
Opelousas, La. — 2nd Sun. each month. Pel-State Drag Strip.
Orange, Mass. — 3rd Sun. ea. month. New England Timing Assn.
Detroit, Mich. — Every Sun. Detroit Dragway.
Minneapolis, Minn. — Every Sun. Twin Cities Optimists Clubs Timing Assn.
Belgrade, Mont. — 2nd Sun. each month. Bozeman Pacers.
Grand Island, Nebr. — Grand Island Jaycees.
Scottsbluff, Nebr. — Nile Valley Timing Assn.
Fallon, Nev. — Hurricoms Club.
Silver Springs, Nev. — Nevada T. A.
Alco, New Jersey — Every Sunday. Every Wednesday night. South Jersey Timing Assn.
Great Meadows, N.J. — Every Sunday; Great Meadows Timing Assn.
Vineland, N.J. — Vineland Speedway.
Hobbs, N.M. — 1st Sun. Charioters Auto Club.
Roswell, N.M. — 3rd Sun. Dusters Auto Club, Walker AFB.
Cicero, N.Y. — Every Sunday ESTA.
Thompson, Ohio — Every Sunday. Thompson Speedway Drag Strip.
Cincinnati, Ohio — Every Sunday, Beaumont Dragway.
Dayton, Ohio — Every Sun. Dahio Drag Strip. Mont. Co. Timing Assn.
Toledo, Ohio — Every other Sun. Glass City Dragway.
West Salem, Ohio — Every Sunday. Dragway '42'.
Oklahoma City, Okla. — Open every Sun. Oklahoma City Drag Strip.
Tulsa, Okla. — Every other Sun. T.T.A.
Bedminster, Pa. — Lehigh Valley Timing Assn.
Pallan, S. Car. — Every Sat. night. Palmetto Racing Affiliates, Inc.
Halls, Tenn. — 1st & 3rd Sun.; Memphis Stockers.
Abernathy, Texas — 4th Sun. Tri City Drag Assn.
Abilene, Texas — 3rd Sun. Abilene Jaycees.
Amarillo, Texas — Every Sun. Amarillo Dragway.
Caddo Mills, Texas — 1st Sun. North Texas Timing Assn.
Corpus Christi, Texas — 2nd Sun. Nat'l Racing Affiliates of Corpus Christi.
El Paso, Texas — 2nd & 4th Sun. El Paso Timing Assn.
Newark, Texas — 2nd & 4th Sun. Tarrant Co. Modified Auto Assn.
Wichita Falls, Texas — 2nd Sunday each month. Red River Drag Strip.
Petersburg, Va. — Every Sunday. Eastern Dragway.
Lynchburg, Va. — Ev. Sun. Associated Wheels, Inc.
Kent, Wash. — Every other Sunday. Pacific Raceways & KTCAC.

SHOWS

Oakland, Calif. — Feb. 17-26. Nat'l Roadster Show, Exposition Building, Oakland, Calif.
San Jose, Calif. — Jan. 20-22, 1961. San Jose Rod & Custom Show. Santa Clara County Fair Grounds.
Fort Wayne, Ind. — Dec. 16-18; 2nd Annual Rod & Custom Show. Allen County Memorial Coliseum, Shows, Inc.
Portland, Ore. — March 10-12. 1961 Portland Multnomah Hot Rod Council.

NEXT MONTH IN CAR CRAFT

Introducing AMERICA'S 10 BEST CUSTOM CARS

featuring a fully-illustrated,
car-by-car report on
1960's top classics

*3rd ANNUAL CAR CRAFT CUSTOM FORECAST

the nation's top body shop entrepreneurs predict the coming custom trends for 1961.

watch for it at your
newsstand
JANUARY 5th

T

MONEY BACK GUARANTEE

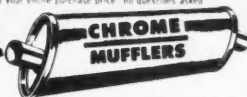
LOWERING KITS FOR FRONT OR REAR NEW UNIVERSAL TYPE

Quickly lower front or rear of any car with coil springs. No need to remove springs. Easy... do-it-yourself... full instructions with each kit. USE ON ALL COIL SPRINGS. Heavy Duty... solid, substantial... fully adjustable. complete set, front or rear \$6.95 BARGAIN... Quickie clip-on type... no cutting, drilling or welding. Complete set for front or rear \$4.85



You may keep, compare and examine any of these new money saving products for 10 full days at my risk. If for any reason you return any item valued within this period, we will immediately refund your entire purchase price, no questions asked.

NOW!



CHROME "5-LIFE" MUFFLERS!

Brand new... chrome plated inside and out! Last five (5) times longer. Heavy double plated outside (and inside) for unbelievable corrosion resistance. 5-LIFE mufflers glass packed for quiet power, too.

5-Life 6 (for all 6 cyl. cars) only \$11.95
5-Life 8 (for all 8 cyl. cars) only 14.95

SCAVENGER PIPES

Here is a customizing idea that makes sense!

LATEST CALIFORNIA CRAZE FOR STREET OR DRAG STRIP



(A) FLARED "venturi-type" ends SCAVENGE exhaust quickly. (B) Installed straight back (below axle), you eliminate usual bends... less back pressure, more performance. (C) Imparts good-looks to your car... a fine-sounding throaty rumble to your exhaust. Triple chrome-plated. Specify 1 3/4" or 2" dia. Each—4 ft., \$3.95. Shorty—58c

CHROME-IT Yourself



"INSTANT-CHEM" PLATE ANYTHING! New sensational concept in chrome-plating that does what electroplating cannot do. Glistening surface easily applied to any metal, wood, glass, rubber or plastic. No need to remove chrome trim for replating. "Instant-Chrome" it on the car. Works like magic on bumpers, grill, fms - any chrome trim on autos - thousands of household uses too! Large Kit (enough to plate 2300 sq. in.) and Complete easy-to-follow instructions #3430 \$4.99 ppd

PLASTIC STEEL



FIX ANYTHING with this amazing new discovery. It's 80% steel and 20% plastic. Handles like putty - hardens into steel. Sticks to all metals and glass. You can grind, drill or file this material just like steel. Can be used to bond two metals together. Hardens in 2 hours. 1,000,000 uses for home or garage such as repairing pipes, lawn mowers, faucets, furniture, cracked motor blocks, gas tanks, etc. You've got to use this material to believe it. #0140 Complete Kit (2 cans) and instructions only \$2.25 postpaid.

CUSTOM STRIPING

SAVE \$25 to \$30. Customize your own car with genuine "Rembrandt" design decals. Easy to apply in any arrangement. Will not peel, chip or fade. Each set available in White, Red, Black or lustrous Gold. Excellent Buy! Set #1071 (12 DESIGNS up to 10" Long. Enough for fenders, hood, trunk, lid shirts, dash, etc.). only .95 postpaid. Set #1073 same plus 12 EXTRA (DIFFERENT DESIGNS) only \$1.45 postpaid. Set #1075 complete Deluxe Stripe kit (36 BIG DESIGNS) only \$2.75 postpaid



Italian Bus Horn

Helps pick up Italian movie stars (local babes, too). Splits horn sound into high and low notes and alternates them 10 times a second. Ouch! Only 3 wires to connect. State if for 6 or 12-volt. #5485 \$6.95 PPD.



ENGINE ADAPTORS

Where else but at Newhouse can you get a bargain like this! Precision Adaptor to harness powerful Olds engine to that early Ford or Mercury. Others in stock for most conversions. Complete only \$14.95. Built HEAVY



FULL TUBULAR GRILLES

Glistening chrome... clean lines sweep clear across, curve beautifully at sides. 55-60 Chev, 52-59 Ford, 55-56 Plymouth, only \$29.95. Tubular Type Grille (3/4 tube) only \$16.95 complete.



REDUCE TIRE WEAR

May Save \$50.00 of Tire

New "MICRO-LOK" Spindle Nuts give you PERFECT front wheel bearing adjustment. No more loose play that causes wheel wobble and excessive tire wear. Safe, Steady Steering Per car only \$2.95 ppd.

EXTRA 2 1/4" DROP Heavy duty dropped axles. NO FORGE MARKS. Better cornering. PERFECT ALIGNMENT. Fords, Mercs through 1948, \$27.95. \$11.00 refund for old axle.

DROPPED appearance of Stock Axle



Deluxe MILEAGE-MINDER Fuel Pressure Regulator... Neoprene Diaphragm, also Trouble Trap, plus Powerful Magnet to capture iron oxides, rust flakes, etc. that clog carb needle. Complete with fittings. Only \$6.95 ppd. Gas saver!



SAVE GAS! MILEAGE MINDER

Looks like it's ALIVE! Warns following cars when you slow down, winks "right" or "left" when you turn. 17" long, covered with "soft fur." Wiring for stop light and turn signals. Specify CAT or DOG \$6.95 ppd.



WINK! CAT OR DOG! AMAZING!



WIERD-O-CALS

1040 Screaming Brain
1042 Green Dragon
1044 Pulling Out Eye
1046 Half Rotten Head
1048 "Lifting" Insides
1050 "Eating" Engine
1052 Girl Holding Head
1054 Flying Eyeball
1056 "Fuel" Injection
1066 Large 6 1/2" Flames
1068 Cutting Tongue
1070 10 (1") Dragons, Brains
ONLY 79¢ EACH
3 FOR \$2.00



UNI-SYN CARBURETOR TUNER

SYNCHRONIZE 2, 3 or 4 carbs with extra sensitive, ACCURATE "UNI-SYN." Adjust carbs for smooth POWER & perfect idle. Full instructions included... only \$8.95 postpaid. (For 4 barrel carbs \$12.50 postpaid)

Now Anyone can afford CADILLAC TAIL LIGHTS



PRICED LOW! EASY TO INSTALL

Only \$6.95 each Beautiful

New low cost customizing item that "does something" for your car, any make. Wired, bulbs, red lens, fittings, chrome housing & instructions to install, any car. Complete \$6.95 (Pr. only \$12.50) Red lens alone... \$1.95 each



FUZZY

★ The newest rage to rock 'em is the FUZZY MIRROR-MUFF made of a white, fluffy, angora type fur.

Mirror Muff: Fits all standard sizes... 89¢
Car Plaque Muff (not shown)... 98¢
Sun Visor & Horn Muff, each... \$1.49



World's Largest Supplier of Special Auto Parts

Est. 1935

5805 E. Beverly Blvd., Dept. 228 Los Angeles 22, Calif. Phone Raymond 3-3671

LOW MAIL ORDER PRICES-ORDER TODAY • TWO (2) FREE GIFTS

with every order. While supply lasts you will receive a free surprise gift with every order plus a free copy of "How to Get 50 Miles Per Gallon." (Both worth over \$2.00.)

Car Make..... Year..... Model..... No. Cyl.....
Name.....
Address.....
City..... Zone..... State.....

Full Price Enclosed
SHIP POSTPAID
ITEMS MARKED PPD
25% Deposit Ship C.O.D.
PLUS POSTAGE

GREATEST CATALOG

DEPEND ON NEWHOUSE FOR QUALITY

YOURS FREE!

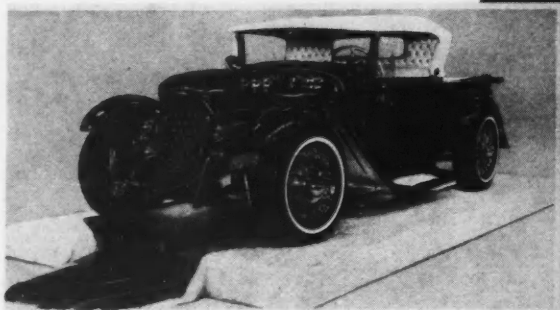
With every order (otherwise send only 25c to cover handling and mailing)



ORDER BY MAIL TODAY!

We stock over 150,000 items, ready for immediate shipment

ANNO



Ray Farhner wins Grand Sweepstakes Award at the Second Annual NHRA Custom Car Show in Detroit, September 5th. For his entry "Blue Angel", a beautiful roadster/pickup, Ray walked away with the 360 H.P. Ford Convertible, right, presented by AMT.



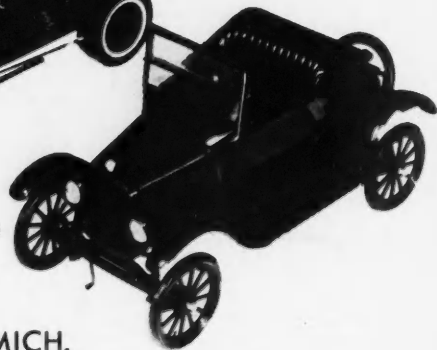
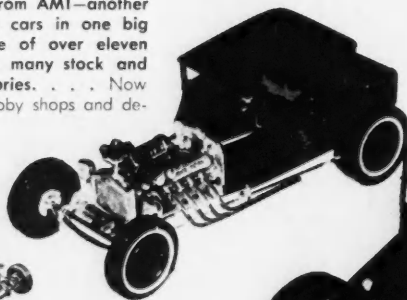
TWO WINNERS

1925
1/25th

Model 'T' Ford DOUBLE 3in1 KIT

The 1925 Model "T" Kit from AMT—another sure winner—two complete cars in one big package offering a choice of over eleven different models from the many stock and custom parts and accessories. . . . Now available at drug stores, hobby shops and department stores everywhere.

OVER
140
PARTS



Build 2 Complete Cars . . .

CORP. 1225 E. MAPLE RD. TROY, MICH.

